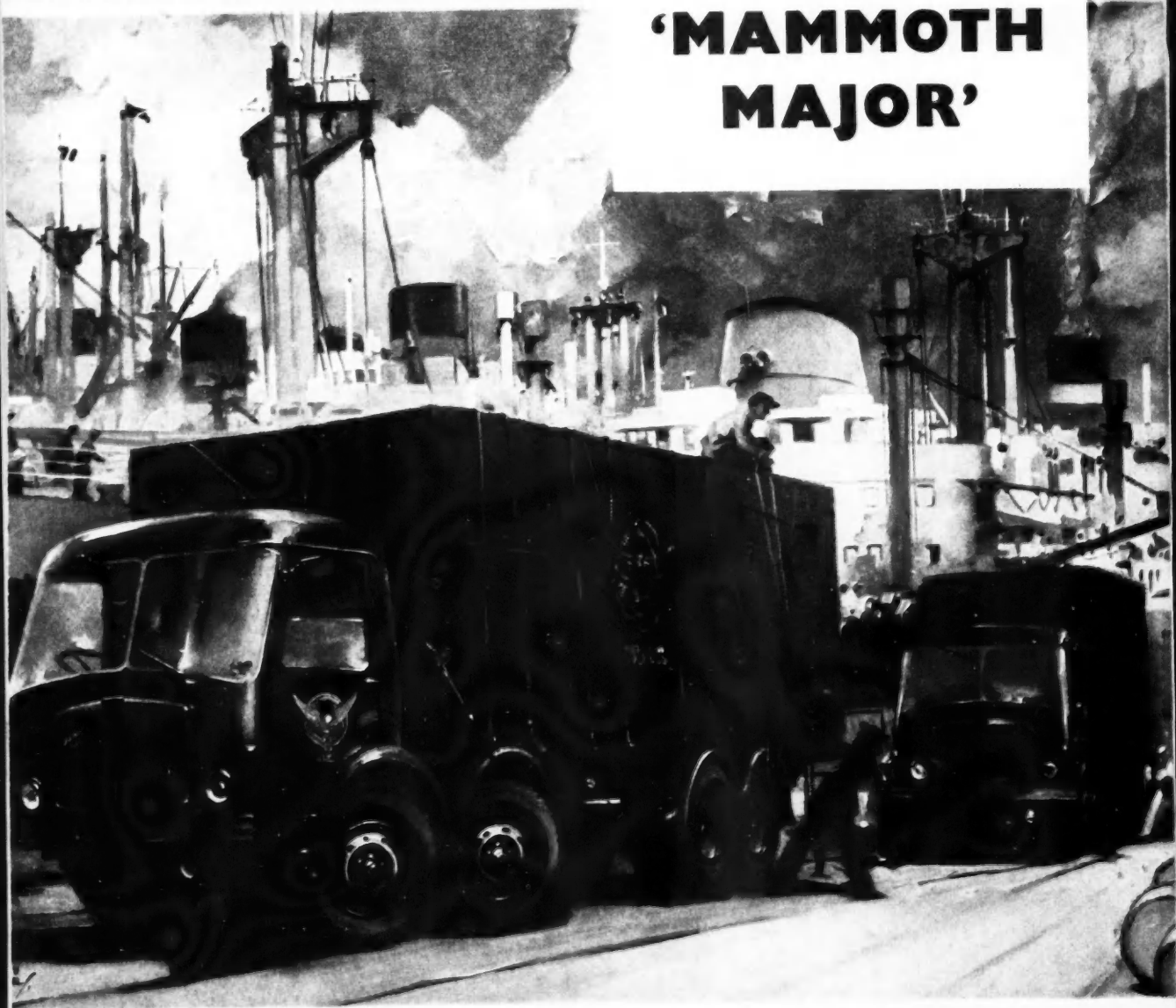


# THE COMMERCIAL MOTOR

*An even better*  
**A.E.C.**

**'MAMMOTH  
MAJOR'**





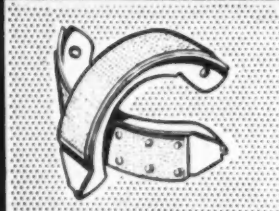
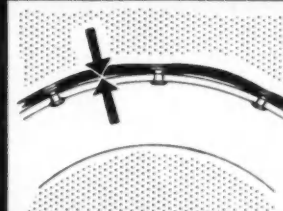
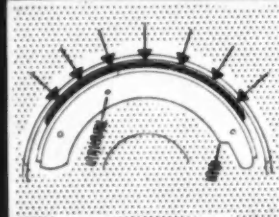

A.C.V. SALES LIMITED · A.E.C. WORKS · SOUTHALL · MIDDX.





# 6 GOOD REASONS

## FOR FITTING GIRLING REPLACEMENT SHOES

	<p>①</p> <p>Girling replacement shoes are inspected to the standard of original equipment</p>		<p>④</p> <p>They save you garage time by being perfectly simple to fit</p>
	<p>②</p> <p>They are correctly riveted or bonded and precision ground to specified contours</p>		<p>⑤</p> <p>They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping</p>
	<p>③</p> <p>They bed down quickly to full contact area and give highest efficiency braking in minimum time</p>		<p>⑥</p> <p>They are your assurance that your vehicle braking is as good as new</p>

**Don't reline—replace with  
GIRLING FACTORY LINED  
REPLACEMENT BRAKE SHOES**

# GIRLING

THE BEST BRAKES IN THE WORLD





October 17, 1958

THE COMMERCIAL MOTOR

1

**A competitive and fully-proved range of trucks!**

# COMMER

**FORWARD CONTROL 7-12 TONNERS**

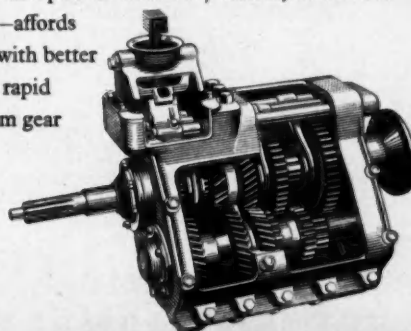


**NOW AVAILABLE WITH CONSTANT MESH 5-SPEED GEARBOX**

*Petrol  
or diesel  
power unit  
to choice*

THIS CLOSE RATIO BOX, introduced to meet present day needs—standard on 12 ton tractor and an optional extra on 7 tonner, 10 ton six-wheeler and 10-11 ton tractor—affords enhanced vehicle performance with better hill climbing capabilities, more rapid acceleration, and a lower bottom gear giving improved gradability.

AS OPTIONAL EXTRA  
**PRICE £60**  
(plus £15 p.t.)  
on diesel-engined models.



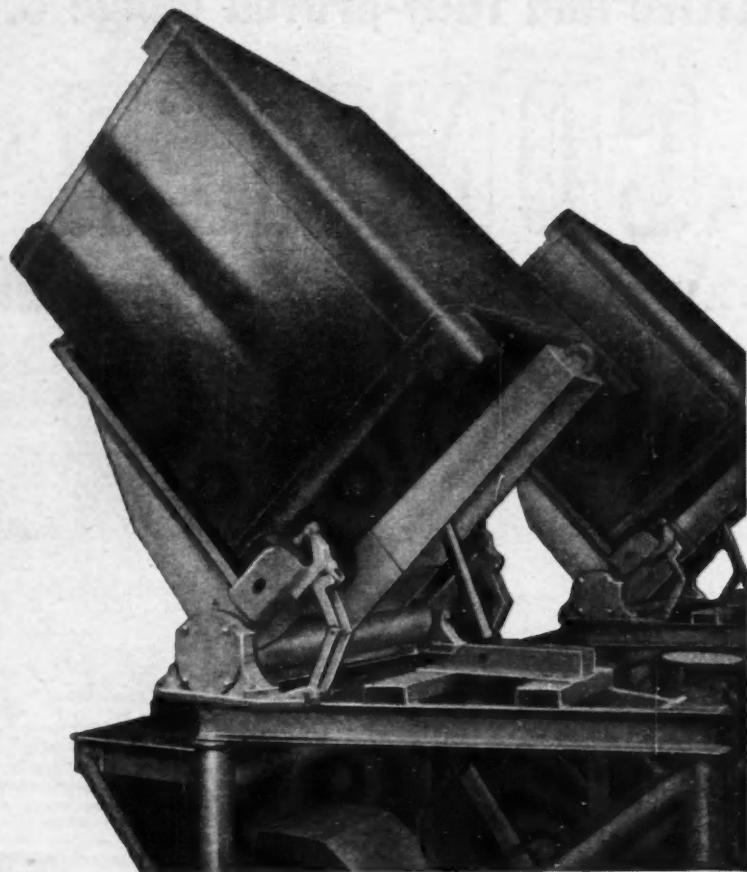
**ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!**

COMMER CARS LTD. LUTON BEDS.

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1





***THIS IS*** the **TOTE BIN**  
**DISCHARGING**  
**INTO THE PROCESS**  
without product loss or contamination



May we send you an Illustrated Description of the Complete System  
**PRESSOTURN LTD. • Leamington Spa, Warwickshire**  
Telephone: Leamington Spa 7056/7





*For that new building....*

**CONTACT**



*—Britain's foremost manufacturers of  
PRECAST REINFORCED CONCRETE BUILDINGS*

ATCOST-BUILT factories, warehouses, transport-sheds, workshops, canteens, etc. are of the highest quality, yet competitively priced. They are fire-resistant, easily-extendible and require no painting or maintenance. For free, 24-page illustrated brochure, and details of our comprehensive service, complete and post this coupon now!

NAME OF FIRM.....

ADDRESS.....

For the attention of .....

CM

**ATCOST LTD., Industrial Division,  
THE PANTILES, TUNBRIDGE WELLS, KENT.  
Tunbridge Wells 3411 (5 lines)**





## Balanced Wheels SAVE AT EVERY TURN!

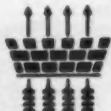
The balancing of wheels has proved throughout the car world to be one of the most essential and necessary of services. Not only does it save on tyre wear, but it does much to cut down maintenance costs and provide smoother riding. Truly balancing has become motoring's most vital need!

How much more necessary is this, then, for the large commercial vehicles where unbalanced wheels can cause unnecessary tyre wear and place needless strain on axle and transmission bearings. Balanced wheels will prevent all this and at the same time allow faster and smoother running—a feature necessary for transport's tight schedules of to-day. Such a service is now made available by the Laycock Balancer—send now for details.

## Laycock (Hofmann System) WHEEL BALANCERS

LAYCOCK ENGINEERING LIMITED

Garage Equipment Division, Brincliffe House, Osborne Road  
SHEFFIELD 11



A4

---

product of Birfield Group experience and resources

This E  
to W  
all th  
includ  
cab fo  
tants.

A few  
operat  
maker  
shown



# ALL THE BEST!



McEwan's of Edinburgh is among the many well-known breweries using a fleet of ERF lorries, 81 of which have been supplied altogether.



The ERF 44G lorry above is one of a fleet of 26 ERF vehicles to carry the famous Simonds products.



This ERF, one of three recently supplied to Wilsons Brewery, Manchester, has all the essentials for brewery work, including low-loading and extra roomy cab for driver and two loading assistants. A repeat order for similar vehicles has been placed.

A few of the large fleet of ERF vehicles operated by Showerings Limited, makers of the popular Babycham, are shown here. 86 ERF lorries have now been supplied to this firm.



These  
purveyors  
of  
Good Cheer  
each  
rely on



Among the numerous trades which use ERF vehicles to transport their products the brewing and associated industries are represented by many famous names. Just a small selection is shown here. Whatever you have to carry, you will find that ERF lorries transport the load with the highest reliability at lowest operating costs. Write for full details of the ERF range and name of nearest dealer.

**ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE**

Directors: D. FODEN

E. P. FODEN

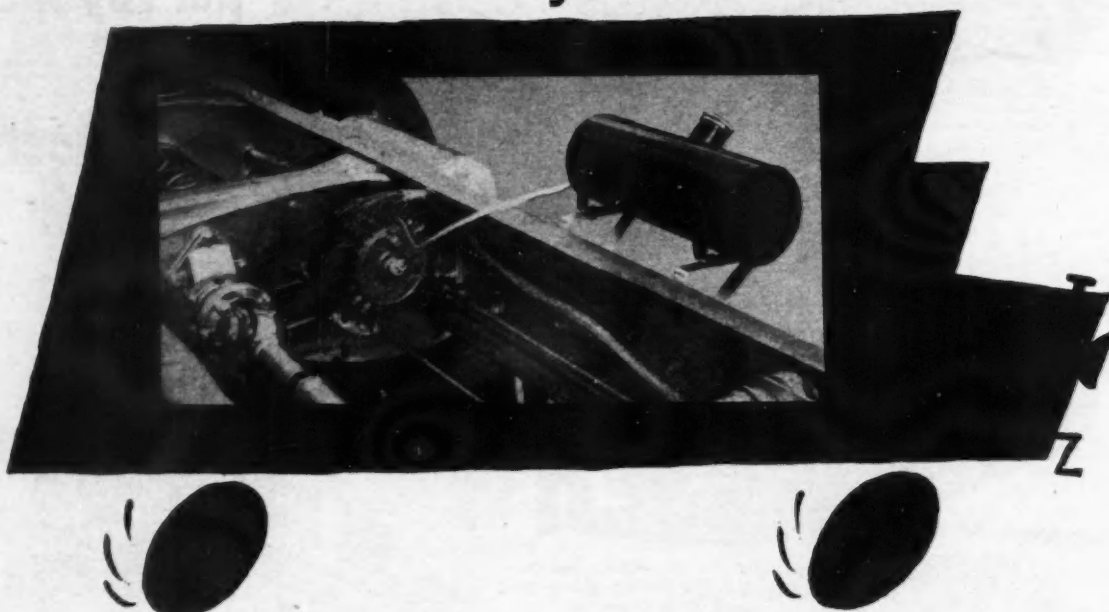
E. SHERRATT

Telephone: Sandbach 223 (5 lines)

Telegrams: ERF Sandbach



# 'Syndromic' automatic chassis lubrication stacks up big savings for you



**extra paying journeys per week<sup>\*</sup>**  
**longer vehicle life**  
**less wear on bearing surfaces**



<sup>\*</sup> One operator, who drives his fleet of twelve 8-wheelers at the gruelling rate of ten journeys a day with a 15-ton payload, has found that the 'Syndromic' system can give him an extra five journeys a week.

**TECALEMIT**  
LIMITED (Sales C.M.)  
PLYMOUTH · DEVON

'Syndromic' automatic chassis lubrication keeps vehicles on the road and shows tremendous savings. While the vehicles are actually working, 'Syndromic' lubrication stops potential breakdowns at source, giving constant lubrication to every bearing surface, however inaccessible. The 'Syndromic' pump is driven from the propeller shaft, serving up to 60 points which are individually fed by a separate pumping unit. This is lubrication by the mile; *measured* lubrication which prolongs vehicle life and improves operating efficiency.

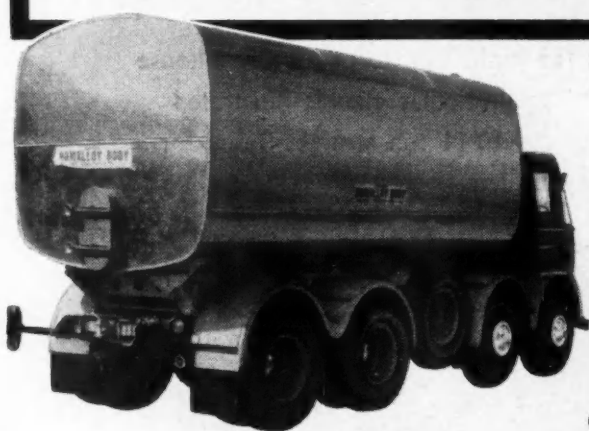
Proof of Tecalemit's 'Syndromic' system is shown by successful applications on many thousands of vehicles. If you'd like all the details, and proof of 'Syndromic' efficiency, write to A.C.L. Dept., Tecalemit Ltd., Brentford, Middlesex.

## 'Syndromic'

Automatic Mileage-controlled Chassis Lubrication



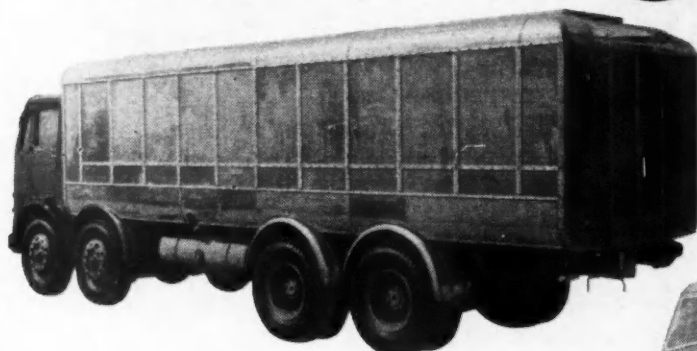
# REPEAT orders for bulk containers & tankers



An all-alloy Bulk Sugar Container consisting of a welded inner tank.



An all-alloy Bulk Sugar Container consisting of a welded inner tank and mounted on a tipping chassis.



A maximum capacity Bulk Grain Carrier fitted with an electrically operated worm discharge

A maximum capacity insulated Bulk Polythene Container mounted on a tipping chassis.



**BY Homalloy**  
LIGHT ALLOY

**OF COURSE!**

**HOME**

**HOLMES (PRESTON) LTD.**  
Homalloy Works, Blackpool Rd., Preston.  
Phone: Preston 89233 (5 lines).  
Grams: Homalloy, Preston.

**RHODESIA**

**ZAMBESI COACHWORKS LTD.**  
Private Bag 25,  
Kopje, Salisbury.  
Telephone: 24353.

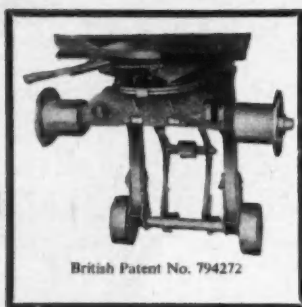
**SOUTH AFRICA**

**BUS BODIES (S.A.) LTD.**  
P.O. Box 4000,  
Port Elizabeth.  
Telephone: 4-2665.



# versatility...

... is the main feature of all Brockhouse Trailers. The particular chassis illustrated below is the 10-11 ton straight-frame for heavy duty trailers.



British Patent No. 794272

#### SPECIAL FEATURE

**non-collapsible trailer portion  
of Brockhouse interchangeable  
automatic coupling**

## **J. BROCKHOUSE & CO. LTD.**

WHEELED VEHICLE DIVISION

VICTORIA WORKS, WEST BROMWICH, STAFFS.

Telephone: Wednesbury 0243

#### ***Brockhouse Semi-Trailer Distributors with Sales Service Facilities:***

**N. & E. LANCs. & N. CHESHIRE**

Salthouse Motors Ltd., Ashton-under-Lyne

**S. STAFFS. (including DUDLEY)**

B. & W. Motors Ltd., Darlington Street, Wolverhampton

**NORFOLK & SUFFOLK**

Mann, Egerton & Co., Ltd., 5 Prince of Wales Road, Norwich

**NORTHANTS, LEICS., HUNTS., CAMBS.**

Walker Motors & Engineering Co., Rockingham Road, Market Harborough

**SOUTH-WEST ENGLAND**

Victoria Motors (Bristol) Ltd., Temple Gate, Bristol, 1

**SCOTLAND**

Alexander Laurie & Sons, Trailer & Motor Body Builders, Falkirk







## "Why didn't I check that fan belt?"

Driving on a broken fan belt will certainly cause overheating; it will very probably mean loss of dynamo charging; and it may well involve expensive engine repairs—all this means without doubt, loss of valuable time.

But two simple precautions you can take will virtually make broken fan belts a thing of the past:—

- Check fan belts regularly. Maintain the belt at the correct operating tension and immediately

replace them at the first signs of serious wear.

- Fit your vehicles with the belt with the double jacket and rayon cord centre, the belt that gives you the greatest reliability and longest life — MINTEX.

# MINTEX

## FAN BELTS

MINTEX FAN BELTS ARE MADE TO THE SAME RIGID SPECIFICATIONS AS THE WORLD-FAMOUS MINTEX BRAKE AND CLUTCH LINERS.  
ALL MINTEX PRODUCTS ARE AVAILABLE FROM MINTEX SERVICE DEPOTS AND DISTRIBUTORS THROUGHOUT THE COUNTRY.





#### INSIDE STORY

We know all about the Aromatics that are inside the benzole, but what is it that the benzole is inside? The answer is a Steel Barrel tank. Those smart yellow chaps that trundle about the roads are made by the Steel Barrel Company, and fine neat little tankers they are, too. They have been mounted by us on various chassis. The 2000 gallon four-compartment tanker pictured above is on a Dennis. There is great pride of workmanship in these tankers and this has been established by years of careful and critical study until the current high standard and finish has come to be recognised as normal. And so it is. All tanks leaving the Uxbridge factory are of very high quality. You can notice it if you make comparisons. Quality tanks come from Uxbridge, phone us about it at Uxbridge 8535.

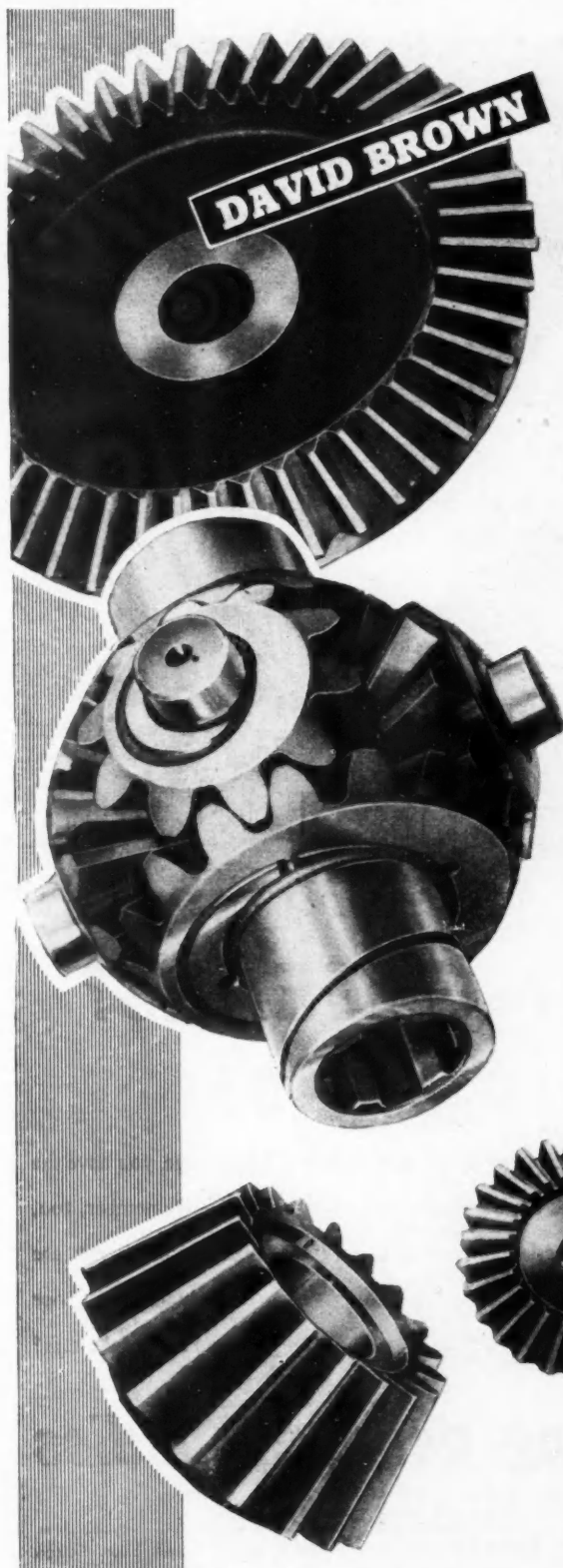
QUALITY  
TANKS  
GO  
NATIONAL  
BENZOLE

**THE STEEL BARREL CO LTD**  
UXBRIDGE • MIDDLESEX • ENGLAND

A10

**THE STEEL BARREL CO LTD**  
UXBRIDGE • MIDDLESEX • ENGLAND





## BEVEL GEARS FOR ALL VEHICLE COMPONENTS

Since the pioneering days of motoring DAVID BROWN has produced bevel gears for the automotive industry.

The selection of the most suitable material for its particular duty, comprehensive gear cutting, heat treatment and finishing plant permit strict adherence to the accuracies demanded for any operation.

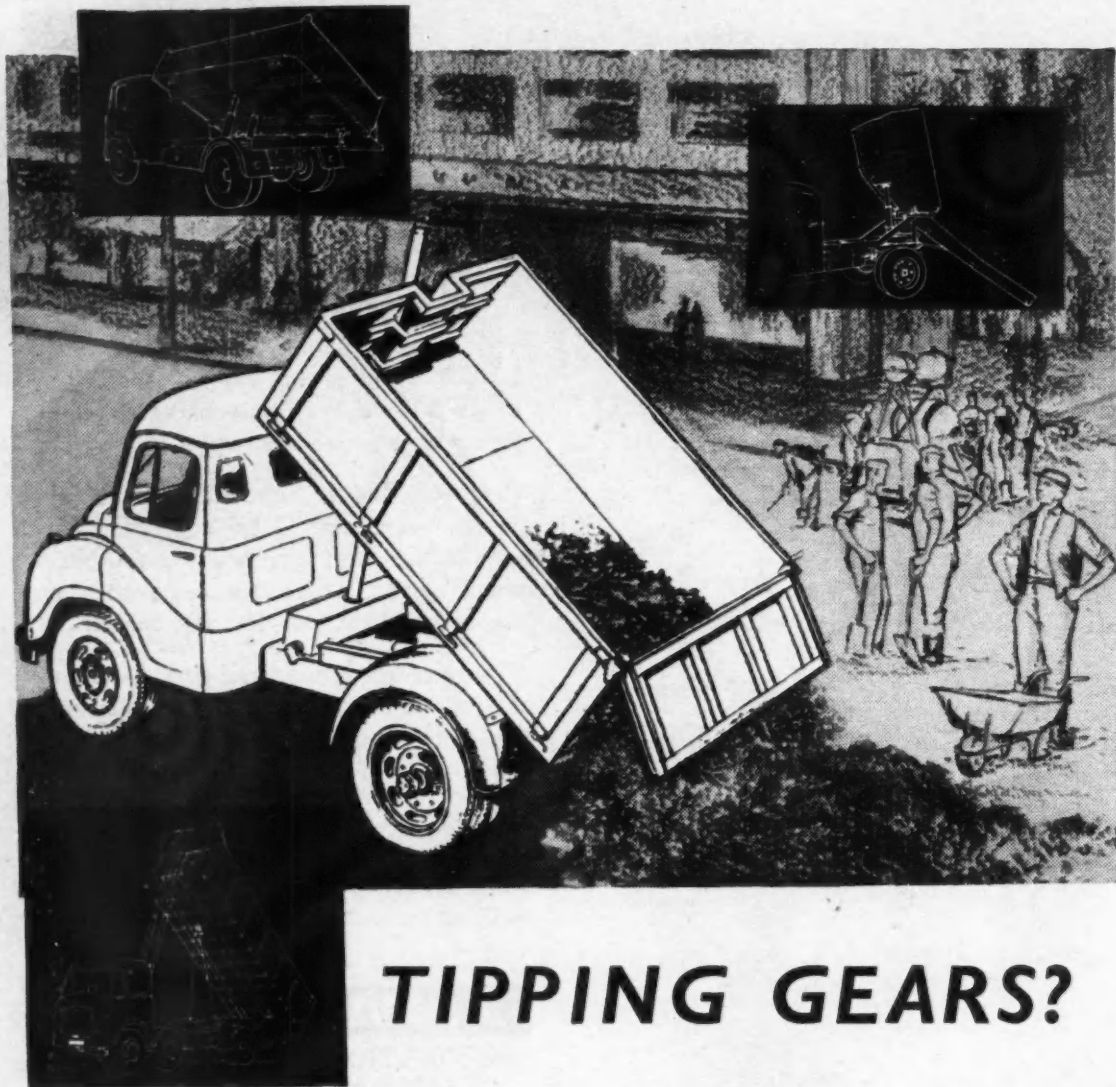
A range of differential bevel gears has been designed to meet most needs and selection is usually possible from this range.

Where special requirements are to be met, however, the wide experience of our technicians is available to help to avoid the risk of trouble in this most heavily stressed and least accessible part of the transmission.

THE  
**DAVID BROWN**  
CORPORATION (SALES) LIMITED  
AUTOMOBILE GEAR DIVISION  
PARK WORKS HUDDERSFIELD

Your enquiries are invited for 4, 5 or 10-speed gearboxes, ranging from 80 to 750 lb./ft. maximum engine torque, from the Automobile Gearbox Division.





## TIPPING GEARS?

When the time comes for replacement tippers, it's worth remembering that, in the Edbro - B & E range, you have the widest choice, both of gear and body, from the lightweight to the heaviest of the heavy brigade. Remember, too, that they are fitted as standard by the majority of British chassis manufacturers, so, if your exact requirements are known, they can be ordered fitted to the vehicle. If in any doubt, consult our experts—you can rely on their advice and service. In the meantime, may we send you our 'Manual on Tipping,' also leaflet OPT.58 on Power Take-offs?

## ***EDBRO - B & E tipping gears & bodies***



**EDBRO-B & E TIPPERS LTD., QUEBEC ST., BOLTON** Tel.: Bolton 5210 (6 lines). Grams: Edbro Bolton

Sales: Division of Bromilow & Edwards Ltd., Edwards Bros. (Tippers) Ltd., Movable Floors (Vehicles) Ltd., Wood Hoists Ltd.  
LONDON DEPOT: 264 GOLDHAWK ROAD, SEVEN STARS, SHEPHERD'S BUSH, W.12. Tel.: SHEPHERD'S BUSH 1045

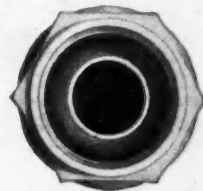
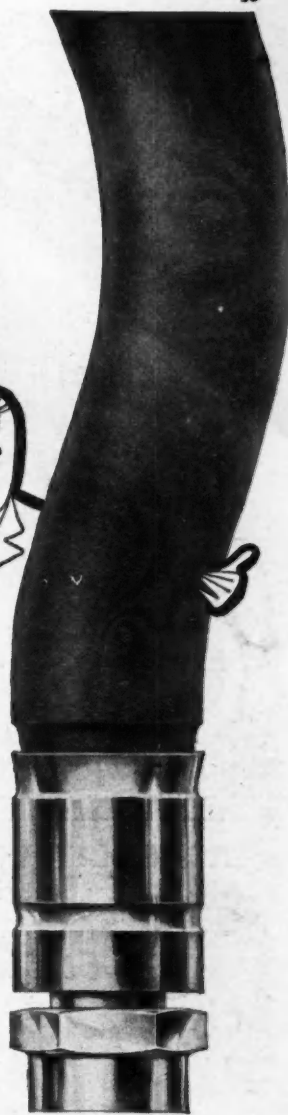


# If you have a pipe problem

## **DUNLOP CAN HELP!**

Rubber Flexible Pipes for instance, are available in a variety of rubber compounds to carry a very wide range of gases or fluids at high, medium or low pressure. According to pressure requirements the pipes may be re-inforced by one or two plies of fabric, or by steel wire braid. Fleximet (stainless steel) and P.T.F.E.\* Flexible Piping also are DUNLOP specialities. Dunlop technicians are available to advise on all problems concerning the installation and use of flexible pipes. Details from Dunlop Rubber Co. Ltd., St. Georges Road, Coventry. Telephone 64171.

\* Polytetrafluoroethylene



**DUNLOP**  
MAKE PIPES BETTER  
TO LAST LONGER



**The 'HANDY' GOVERNOR**



**PREVENTS EXCESSIVE ENGINE SPEEDS**

**REDUCES TYRE & BRAKE RENEWALS**

**CUTS ENGINE WEAR & TEAR**

**for ALL-ROUND SAVING**

The Handy Governor prevents excessive engine speed without loss of power. It is entirely self-contained and cannot be cheated by manipulation of the choke or throttle.

FOR INDUSTRIAL PURPOSES THERE IS THE B.W. MECHANICAL GOVERNOR.  
 BENJAMIN WHITTAKER LTD., Victoria House, Southampton Row, London, W.C.1 HOL. 6024

REMEMBER YOUR THREE 'Rs'—



**Raybestos**  
TRADE MARK REGISTERED THE RAYBESTOS CO.

**BRAKE LININGS CLUTCH FACINGS & FAN BELTS**

AVAILABLE FROM



See our  
 Stand  
 No. 366  
 at the  
 MOTOR  
 SHOW

**RAYBESTOS-BELACO LTD.**

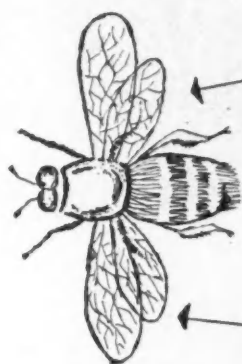
EVERITE HOUSE, SOUTHWARK STREET, LONDON, S.E.1

Telephones: WATerloo 7031/4 & 3842/7

EXCLUSIVE DISTRIBUTORS OF RAYBESTOS PRODUCTS IN THE EASTERN HEMISPHERE

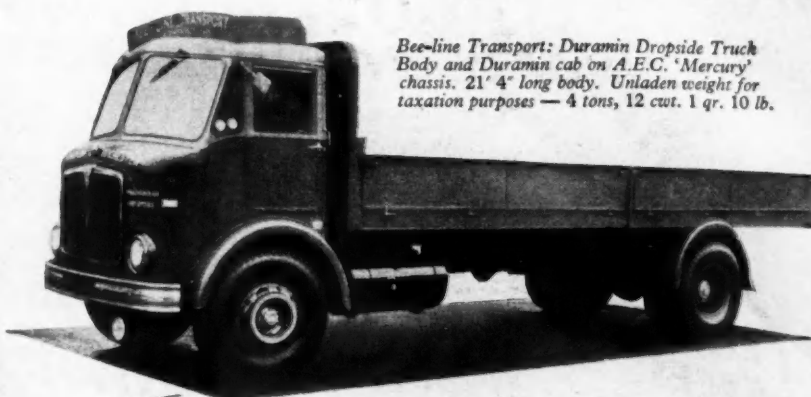
4428





make a bee-line...

...for BIGGER payloads



*Bee-line Transport: Duramin Dropside Truck Body and Duramin cab on A.E.C. 'Mercury' chassis. 21' 4" long body. Unladen weight for taxation purposes — 4 tons, 12 cwt. 1 qr. 10 lb.*



*British Feeding Meals 24' 3" long Duramin Platform Body incorporating the renowned Duraplank patent floor on Leyland 'Octopus' chassis.*

By reducing deadweight to a minimum, yet retaining really tough and durable construction, DURAMIN bodies increase payloads and substantially reduce transport costs. That is why you'll see DURAMIN bodies on the haul wherever the going is especially tough, or a narrow profit margin puts particular emphasis on the £.s.d. of shifting. Made from non-rusting, fully heat-treated Duralumin, the toughest light alloy of all, DURAMIN platform and truck bodies are built for years and years of service. With 38 years' service behind them DURAMIN will construct for you bodies ideally suited to your particular requirements.

**Duramin**  
Dura Trade Mark

**LIGHT-ALLOY BODIES**

**DURAMIN ENGINEERING COMPANY LIMITED, STONEFIELD WAY, RUISLIP, MIDDLESEX**  
Telephone: Ruislip 3322 Telegrams: DURAMIN, RUISLIP  
Also at: Harbour Road, Lydney, Glos. Telephone: Lydney 208





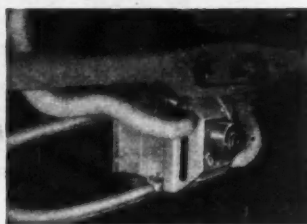
*Are you being fair  
to your drivers?*



**FIT KEL  
NORWAY**

**.....CAB HEATERS**

How can you expect good time on long journeys if you fail to consider your driver's comfort and health? A K-L NORWAY Heater/Demister/Defroster keeps the cab warm in all weathers, reducing driving fatigue and ensuring less time off sick. Windscreens are kept clear and consequently runs are safer and quicker.



- Heat output equivalent to 3½ kW. at 150° F. M.T.D.
- Fitted to operate on recirculation principle or as fresh-air unit.
- Engine connection available to fit most diesel and petrol engines.
- 6, 12 or 24 volts.
- Dimensions: 7½" x 7" x 8". Will not interfere with leg space.

The K-L Norway has the official approval of A.E.C. for the Mammoth Major and Mercury vehicles.

Special Norway Kits available for: A.E.C. Mammoth and Mercury; ALBION Chieftain and Claymore; AUSTIN B.M.C. 3-5-7 ton forward control; BEDFORD "S" and "A" type and Dormobile; COMMERCIAL T.S.3 and Q.X. Underfloor; FORD Trader, 4D and E.T.7; GARDNER 4-5-6 LW; LEYLAND Comet, Beaver, Steer, Octopus and Hippo; MORRIS B.M.C.; TROJAN; PERKINS and many others. K-L Norway Universal Model in 12 and 24 volts is easily adapted for all other vehicles. All K-L NORWAY Heaters/Demisters/Defrosters are COMPLETELY ASSEMBLED and ready for immediate installation. Prices—including all accessories—from £12 12 0.

Increase engine performance with **K-L EVENTEMP** Radiator Roller Blind.



Keeps running temperature right in any weather, saving engine wear and petrol. Controlled from dashboard even when vehicle is in motion. Blind has metal roller and cover for safety and efficiency. Models for most vehicles from £3.

Instant light warning **K-L MULTIBEAM** 4-position switch "Light Hooter." Day or night, it's safer to make your signals with the K-L MULTIBEAM. Just flick the lever and flash a beam. Make your intentions instantly clear with the K-L MULTIBEAM. Use it also for operating electric windscreen wiper, parking and fog lamp, etc. Complete with 20 in. cable, instructions and diagram 21/- Universal voltage. Special relay (optional extra) 15/6 (6 or 12 volt).

Motorised **VENTILATOR** for coaches, buses and ventilated vehicles. The K-L Fresh Air Ventilator (Motorised) is the very latest addition to the K-L range of air-conditioning appliances. Cleverly designed and easily fitted, it efficiently and completely exchanges air. It has reversible motors that develop identical power in both directions and cannot create draughts.

K-L TEMPERATURE GAUGE. Easily fitted. Illuminated dial. £3.  
K-L OIL PRESSURE GAUGE for smooth-running engines. Illuminated dial. £3.  
K-L AMPMETER. Illuminated dial. Complete with connections and mounting bracket. £14 0.

All K-L gauges can be mounted on a single, double or treble bracket.

For details of the complete K-L range of accessories write for leaflets to:



**KEY-LEATHER CO. LTD.**

URS WICK ROAD, LONDON, E.9  
Tel.: AMHerst 5202/4

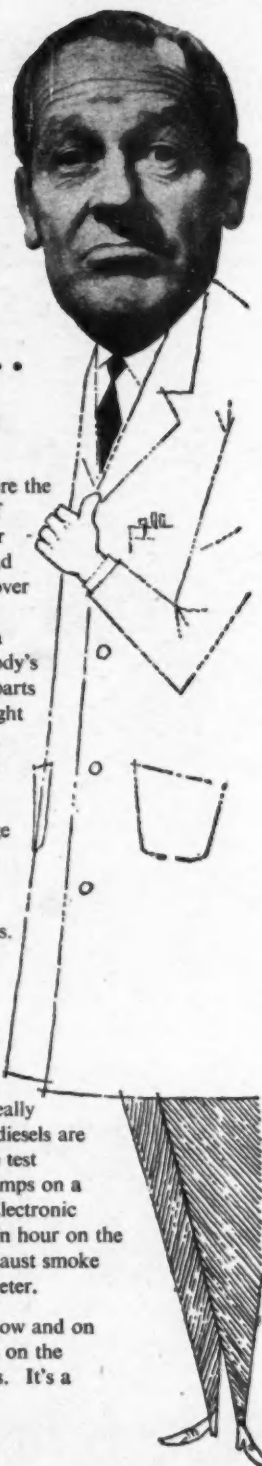
A16

**Diesels  
don't  
bother me...**

Mind you, at one time diesels were the bane of my life. More than half our fleet are diesels and whenever an engine needed servicing we had to send injectors and pumps all over the place to have them repaired. Trucks would stand around for a week at a time getting in everybody's way. And when we did get the parts back it meant burning the midnight oil to catch up on lost time. So we decided to do our own diesel servicing right here.

First we wrote to Leslie Hartridge Ltd. for details of their service equipment—and, incidentally, found they had a very good training scheme for our mechanics. We picked the new Major because it has straight through variable speed without clutch or belt change and the extremely accurate overflow calibration system. And when we started to use it—well, that's when we really found out why seven out of ten diesels are serviced on Hartridge. Now we test distributor pumps and in-line pumps on a single machine, and, thanks to Electronic Phasing, save three-quarters of an hour on the job. We can also check our exhaust smoke with the new Hartridge Smokemeter.

We've easily covered our costs now and on top of that our trucks have been on the road for hundreds of extra hours. It's a different business altogether...



**since we got ourselves  
a Hartridge**

**LESLIE HARTRIDGE LTD.**

Dept. A, 9 Victoria Street, London, S.W.1.

T19.3



# DAVIES



## CLASSIC

A wide, flat tread — simple but effective, for resistance to skid and irregular wear. Buttress designed for rapid dissipation of heat build-up.

## DUAL GRIP

Non-directional tread with heavy shoulder hugs for additional traction on soft ground. Centre ribbed for long mileage.

## LOW LOADER

Dual-Grip pattern with additional scuff bars, minimising sidewall wear due to kerbing.

## LIGHT TRUCK

Wide tread with specially reinforced buttress gives improved resistance against stop-start wear.

*The Best by Miles!*



DAVIES TYRE CO. LTD. DAVIES WORKS, THE HYDE, LONDON, N.W.9





Ford 3-ton chassis and cab with Sparshatt patent insulated "container-in-body" with superfreeze door and outside roller shutter.

One of the many insulated and refrigerated vans built for Mudds of Grimsby for the delivery of fresh frozen foods.

(INSULATED CONTAINER TO OUR REG. DESIGN. PATENTS PENDING)

J. H. SPARSHATT & SONS, LTD.

108-110 BELLENDEN ROAD, PECKHAM, LONDON, S.E.15

ALSO AT PORTSMOUTH — SOUTHAMPTON — CHICHESTER AND RYDE, L.O.W.

We are builders of  
**REFRIGERATED and  
INSULATED  
BODYWORK**  
of advanced design and to  
customer's special require-  
ments. Our bodies incor-  
porate many unique  
features resulting in greater  
efficiency and lower oper-  
ating cost.

**SPARSHATT'S**

essential to all fleet operators

## THE COMMERCIAL MOTOR TABLES OF OPERATING COSTS

FOR PETROL, OIL AND ELECTRIC GOODS AND PASSENGER-CARRYING COMMERCIAL VEHICLES

Compiled by the Staff of "The Commercial Motor"

IN THIS NEW EDITION of these Tables, which have for long been the recognized authority on commercial vehicle operating costs, calculations are made according to the initial cost of vehicles and of materials, including spares and renewals, as well as fuel, oil and tyres. Thus, at the time of publication, the information is applicable to the current year and, so far as intelligent anticipation can make it, for some time ahead.

### CONTENTS

#### INTRODUCTION TO TABLES

#### Goods Vehicles

Table One Petrol-engined, Four-wheeled

Table Two Oil-engined, Four-wheeled  
Table Three Oil-engined, Six- and Eight-wheeled (Rigid)  
Table Four Petrol-engined, Five- and Six-wheeled (Articulated)  
Table Five Oil-engined, Five-, Six- and Eight-wheeled (Articulated)  
Table Six Electric

#### Passenger Vehicles

Table Seven Petrol-engined, Buses  
Table Eight Petrol-engined, Coaches  
Table Nine Oil-engined, Buses  
Table Ten Oil-engined, Coaches  
Table Eleven Cars—Private, Staff and Hire

Systematic Cost Recording  
Recording Tyre Costs

#### Additional New Features to this Edition

Addresses of (i) Licensing Authorities and Traffic Commissioners  
(ii) Road Haulage Association (Area Secretaries)  
(iii) Traders Road Transport Association (Divisional Secretaries)  
(iv) The Passenger Vehicle Operators Association (Area Secretaries)  
Extracts from The Road Haulage Wage Rates Scale (R.H.64)  
Table showing Ten-year Comparison of Costs (1949-58)  
Table recording Cost of Fuel (Pence per Mile)

43rd Edition 11½ in. × 8½ in. Paper Covers 3s. net (3s. 6d. inc. Postage)

Obtainable from Booksellers or direct from the Publishers

TEMPLE PRESS LIMITED • BOWLING GREEN LANE • LONDON EC1



MOTOR CARS · COMMERCIAL VEHICLES · HEAVY HAULAGE TRANSPORT · EARTH MOVING EQUIPMENT · AGRICULTURAL MACHINERY · AND ALL TYPES OF EQUIPMENT · MOTOR CARS · COMMERCIAL VEHICLES · HEAVY HAULAGE TRANSPORT · EARTH MOVING EQUIPMENT · AGRICULTURAL MACHINERY · AND ALL TYPES OF EQUIPMENT

**ESTD. 1861**

**'NORTH CENTRAL'**

EARTH MOVING EQUIPMENT · AGRICULTURAL MACHINERY · COMMERCIAL VEHICLES · HEAVY HAULAGE TRANSPORT · EARTH MOVING EQUIPMENT · AGRICULTURAL MACHINERY · AND ALL TYPES OF EQUIPMENT · MOTOR CARS · COMMERCIAL VEHICLES · HEAVY HAULAGE TRANSPORT · EARTH MOVING EQUIPMENT · AGRICULTURAL MACHINERY · AND ALL TYPES OF EQUIPMENT

COMMERCIAL VEHICLES • HEAVY HAULAGE EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE EQUIPMENT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY AND ALL TYPES OF EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY • AND ALL TYPES OF EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY • AND ALL TYPES OF EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE

TRANSPORT • MOVING EQUIPMENT • AGRICULTURAL MACHINERY • AND ALL TYPES OF EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES  
HEAVY HAUL • **North Central** has funds • ES OF EQUIPMENT • MOTOR CARS • COM  
COMMERCIAL • S • HI • MACHINERY • AND ALL TYPES OF EQUIPM

EQUIPMENT • MOTOR CARS  
AND ALL TYPES OF EQUIP  
AGRICULTURAL MACHINERY

**immediately available for**

EQUIPMENT • AGRICULTURAL MACHINERY • A  
EARTH MOVING EQUIPMENT • AGRICULT  
H MOVING EQUIPMENT • AGRICULTURAL

MACHINERY • EQUIPMENT • EARTH MOVING EQUIPMENT

**on the most favourable terms**

EQUIPMENT • M CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY • A  
AND ALL T 2 QI 'North Central' is a subsidiary of the ENT • AGRICULT  
AGRICULTU NER RT • EARTH MO

MOVING EQUIPMENT • AGF  
TRANSPORT • EARTH MOVI  
HEAVY HAULAGE TRANSP

**NATIONAL PROVINCIAL BANK LTD.**

Y HAULAGE TR  
ICIAL VEHICLES  
DR CARS • COM

COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY • AND ALL TYPES OF EQUIPMENT  
MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MACHINERY • AND ALL TYPES  
OF EQUIPMENT **ONLY 'North Central' can give** AGRICULTURAL MACHINERY

AND ALL THE EQUIPMENT YOU NEED TO GET THE JOB DONE. **Transport and Industry the benefit of**

**97 years experience in**

**HIRE PURCHASE FINANCE**

TRANSPORT **4** *Branches throughout the country* COMMERCIAL VEHICLES

HEAVY HAUL • **Branches throughout the country** • TRUCKS • MOTOR CARS • COMMERCIAL VEHICLES • AND ALL TYPES OF EQUIPMENT

AND ALL TYPES OF EQUIPMENT • MOTOR CARS • COMMERCIAL VEHICLES • HEAVY HAULAGE TRANSPORT • EARTH MOVING EQUIPMENT • AGRICULTURAL MAC  
MOVING EQUIPMENT

**NORTH CENTRAL WAGON & FINANCE CO. LTD.**

TRANSPORT • EARTH MO  
ES • HEAVY HAULAGE

**NORTH CENTRAL WAGON & FINANCE CO. LTD.**

*Subsidiary Companies:*  
THE SOUTHERN COUNTIES CAR FINANCE CORPORATION LTD.  
A. J. STANTON & CO. LTD.  
CREDIT FINANCE LONDON LTD.

ANY OF THE 1,518 BRANCHES OF  
THE NATIONAL PROVINCIAL BANK LIMITED  
WILL BE PLEASED TO INTRODUCE YOU TO 'NORTH CENTRAL'

London Office :  
CYPRUS CHAMBERS,  
REGENTS PARK RD.,  
N.3  
Tel : FInchley 2633



# Catastrophe!

## Bill's upset the Degreasing Department

It might have been worse though—our Degreasing Department is just a bucket of hot SOLVEX solution—cheap enough to fill up again. SOLVEX works well too. It removes dirt, grease and oil from metal parts or complete assemblies quickly and easily. You should try it.



### CLEANING & DEGREASING COMPOUNDS

FLETCHER MILLER LTD., ALMA MILLS, HYDE, CHESHIRE.  
Telephone: HYDE 3471 (5 LINES)



N145

## Bulk Transport...

Your enquiries and problems arising out of the transport of liquids and powders in bulk will be dealt with by specialists of over 30 years' experience at Yewco. We supply road transport tanks in mild steel, stainless steel, aluminium alloy, m.s. rubber lined, etc., for the carriage of any material.

Deliveries are good, and your enquiries will receive prompt attention.

## consult YEWCO

YORKSHIRE ENGINEERING & WELDING CO.  
(BRADFORD) LTD.  
DEPT. C.M., FRIAR'S WORKS, BRADFORD ROAD, IDLE, BRADFORD  
Phone: Idle 470 (4 lines) 'Grams: Yewco, Bradford



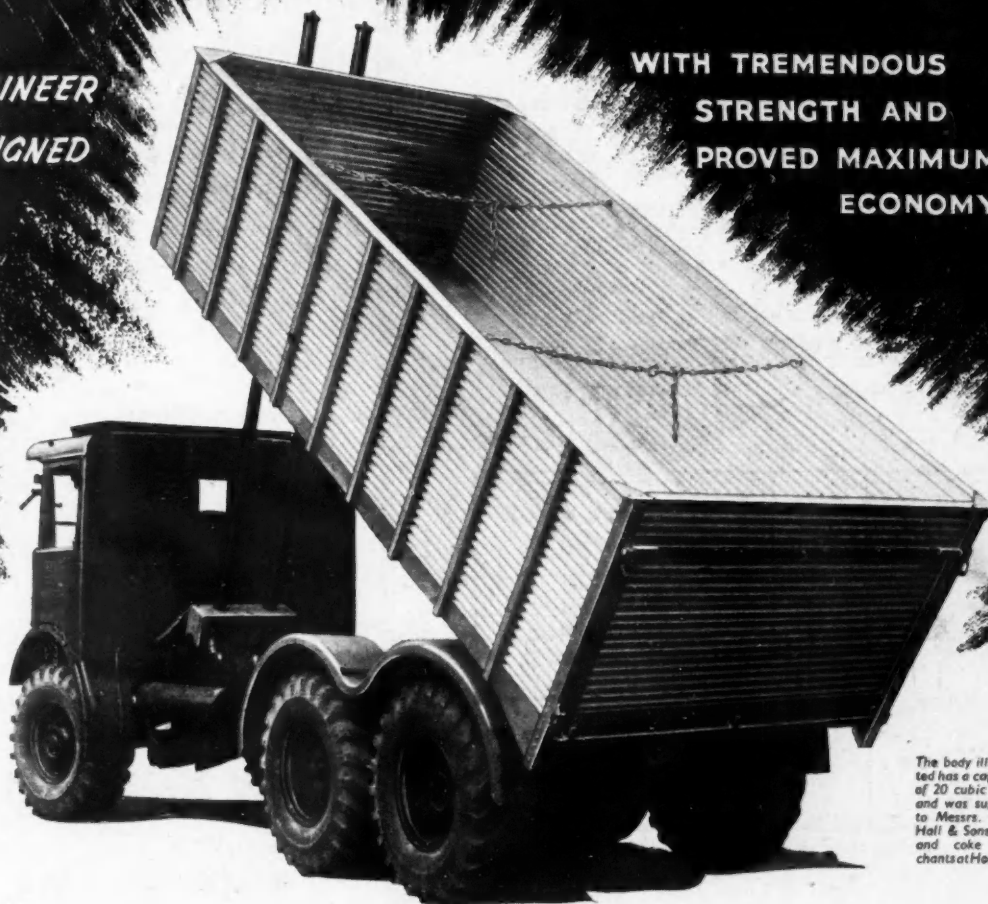




# for **BIG CAPACITY LOW WEIGHT TIPPERS**

**ENGINEER  
DESIGNED**

**WITH TREMENDOUS  
STRENGTH AND  
PROVED MAXIMUM  
ECONOMY**



The body illustrated has a capacity of 20 cubic yards and was supplied to Messrs. G. A. Hall & Sons, coal and coke merchants at Horsham

ATS Alloy tipper bodies can be designed to carry all types of loads. They give a large reduction in dead weight which often results in an increase of payload of over half a ton. ATS bodies do not rust, rot or absorb moisture and therefore are ideal for wet loads. In fact, with its lightness, strength, economy and low initial cost, an ATS Alloy body is an investment!



## **STANDARD ALLOY BODIES**

Flat platform, drop sides and tippers are available for all makes of vehicles mounted on to chassis. These bodies can also be supplied in sectional or prefabricated form for rapid "on-the-spot" assembly.



*Send for  
details &  
Quotation  
to*

**ALLOY TRANSPORT SECTIONS LTD.**  
YORK STREET BIRMINGHAM 17. PHONE HARBORNE 3056  
Head Office: 280-282 Wheeler St. Birmingham 19



# REDeX

## SAVES FUEL AND STEPS UP MILEAGE

like this

	M.P.G. WITHOUT REDeX	M.P.G. WITH REDeX	EXTRA M.P.G.
<b>PETROL</b>			
MORRIS VAN	9.2	10.3	12 miles in every 100
ALBION	18.5	21.3	15 miles in every 100
BEDFORD	12.2	14.2	16½ miles in every 100
<b>DIESEL</b>			
BEDFORD P.6	16.6	18.8	13½ miles in every 100
AUSTIN B.M.C.	23.3	26.7	14½ miles in every 100
FORD THAMES	22.1	26.3	19 miles in every 100

There's no argument or doubt about it. The figures prove that REDeX saves vital fuel—and will do the same for you, whatever type of cars, vans or lorries you operate. Savings can run as high as 20%—stretching your vital supplies to their absolute maximum, and incidentally, cutting running and maintenance costs. Don't delay—get in touch with "REDeX", 365 Chiswick High Road, Chiswick, London, W.4, who will give you full details about the special comprehensive scheme for fleet owners and will arrange for a FREE conversion of one of your vehicles.

**REDeX** makes every gallon do more

REDeX (DEPT. C.M.) 365 CHISWICK HIGH RD. LONDON, W.4  
Telephone: CHiswick 6844

Five steps to  
Prosperity

Intensified  
MECHANISATION

Renewed  
EQUIPMENT

Increased  
PRODUCTION

Improved  
TRANSPORT

Better  
DISTRIBUTION

All these call for more **CAPITAL**  
which Equity plans will provide.

## EQUITY CREDIT

COMPANY LIMITED

**INDUSTRIAL BANKERS**

24 Berkeley Square, London, W.1

Telephone: MAYfair 9090

Midlands Office:

88/89 Darlington Street, Wolverhampton, Staffs

Telephone: Wolverhampton 26545

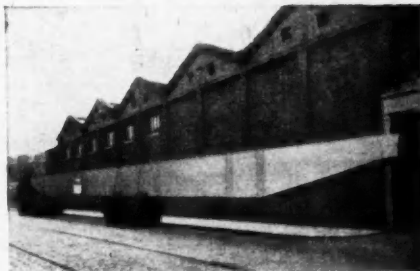






## However tricky your load, B.R.S. can handle it

Circumstances may be against you. But British Road Services are on your side — always. A telephone call to your local B.R.S. depot quickly brings you a helping hand from a nationwide organisation with a willing and experienced staff and a vast fleet of vehicles of all kinds, regularly maintained, and ready to tackle any job, at any time. Modern methods and equipment ensure careful attention to every load, and the B.R.S. teleprinter network provides the means for rapid transmission of your special instructions.



B.R.S. will go to great lengths to solve your transport problems.

A girder for the U.K. Atomic Energy Authority, Caithness — weight 16 tons, length 125 feet, on a B.R.S. vehicle and special bogie — just another of the many and varied services British Road Services render to Trade and Industry.

*If you find transport something of a problem . . .*

**Ring**



**British Road Services**

*— the best link between dispatch and delivery*





*The*  
**Mann Egerton  
STANDARD 17ft  
INSULATED  
CONTAINER**

Also available in  
fully refrigerated  
form. Full details  
will gladly be  
sent on request.

Please address  
all enquiries to:

**MANN EGERTON**  
A CO LTD

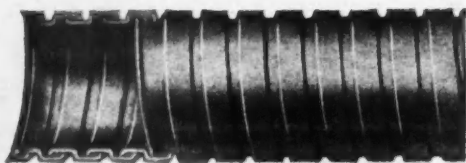
Specialists in the construction of  
**REFRIGERATED & INSULATED TRANSPORT**

5 PRINCE OF WALES ROAD, NORWICH

TELEPHONE: NORWICH 20481

TELEX: 1710

## ABBOFLEX LTD.



### FLEXIBLE EXHAUST TUBING IN ALL SIZES

Standard Type as shown or INTERLOCK Pattern for Diesel and other heavy duty exhaust. This type is completely gastight, even at the highest temperatures and pressures.

Also  
Flexible cable  
Conduit (Plain  
or Plastics  
Sheathed) and  
a wide variety of other  
types of high-quality  
Flexibles.

**ABBOFLEX WORKS,  
WALNUT TREE  
CLOSE,  
GUILDFORD,  
SURREY**  
Guildford 5893

## THE REGENT AXLE CO. LTD.

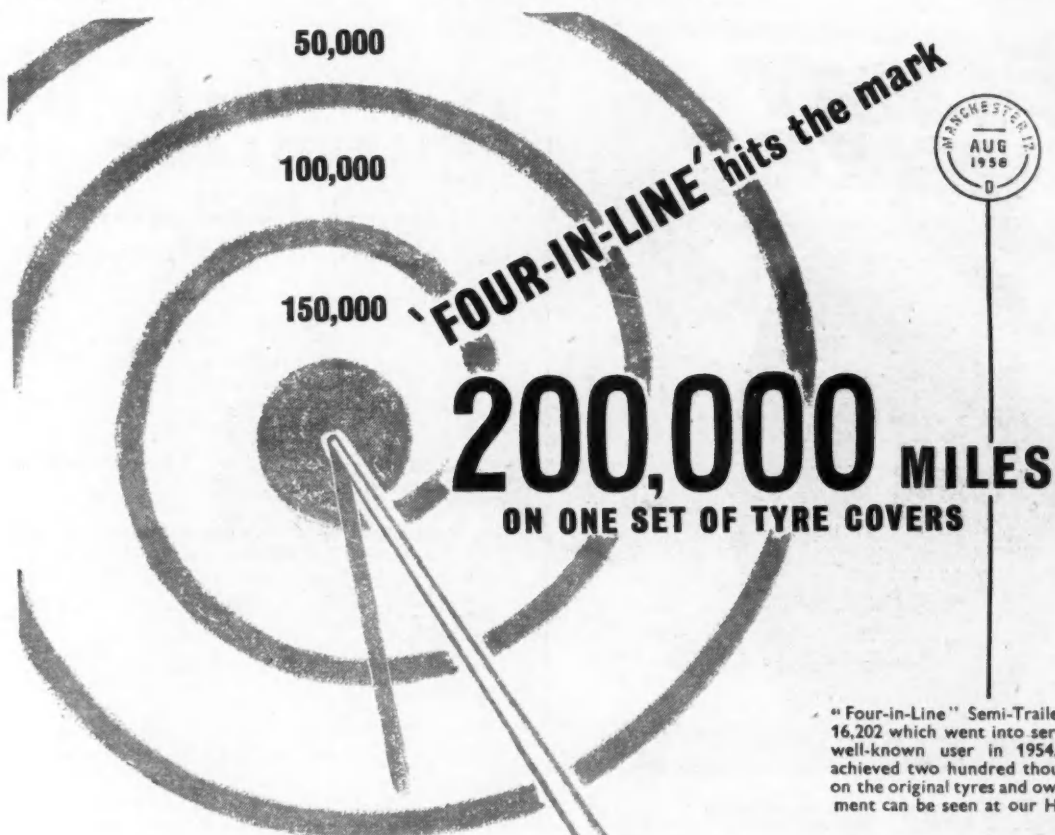
P.O. BOX 25  
MARLES STREET  
BURNLEY, LANCs



MANUFACTURERS OF  
"REGENT" AXLES, SHAFTS,  
CROWN WHEELS AND  
PINIONS, REPLACEMENTS  
WITH A WORLD-WIDE  
REPUTATION FOR  
QUALITY

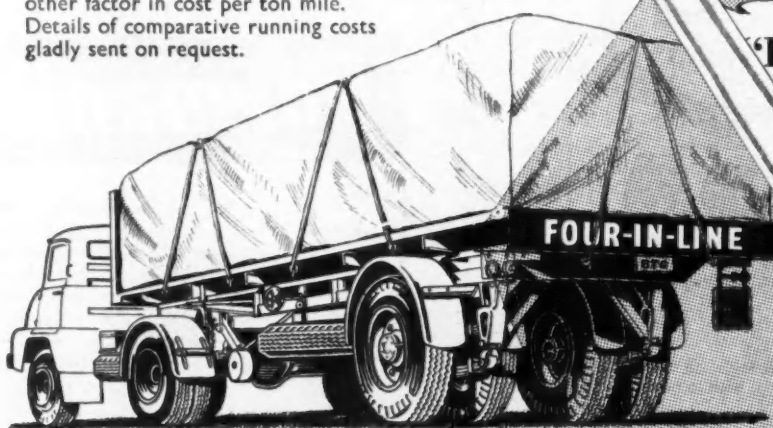
Phone BURNLEY 7231





"Four-in-Line" Semi-Trailer Number 16,202 which went into service with a well-known user in 1954, has now achieved two hundred thousand miles on the original tyres and owner's statement can be seen at our Head Office.

Lowest capital cost—Lowest running costs. Here is clear proof of the easy running of the "Four-in-Line" design. The same substantial savings are made in fuel consumption and every other factor in cost per ton mile. Details of comparative running costs gladly sent on request.



**'FOUR-IN-LINE'**  
OSCILLATING AXLE SEMI-TRAILER

**\*GUARANTEE**

10% SAVING IN COST PER TON MILE

50% SAVING IN TYRE WEAR COMPARED

TO CONVENTIONAL AXLE EQUIPMENT.

**BRITISH TRAILER  
CO. LIMITED**

**BRITISH TRAILER CO. LTD.**

**Head Office:**

**MANCHESTER**  
Phoenix Works, Richmond Road, Trafford Park, Manchester, 17  
Tel: Trafford Park 0865  
Telex 66-250. Grams: Trukantrak, Manchester  
Telex

**LONDON**

39 Charterhouse Square, London, E.C.1  
Tel.: Monarch 4270 & 4279. Telex 23184  
Service Depot: 198 Acton Lane, N.W.10

**LIVERPOOL**

Graham Works, Kirkby Trading Estate, Liverpool  
Tel.: Simonswood 2126  
Grams: Trukantrak, Liverpool



**Area Offices:**

Glasgow, Birmingham  
Leeds, Bristol



# FLEET OWNERS



**..Have your  
TREADBARE  
TYRES  
Remoulded**  
for your own use . . . and  
thousands of extra miles

BY

# ONDURA

- ★ ONDURA believe in 'own-tyre' remoulding for greater economy, safety and value!
- ★ ONDURA guarantee the certain return of your own tyres.
- ★ ONDURA service is quick and reliable on all sizes of Giant and Commercial Tyres with treads for mileage and traction.
- ★ ONDURA REMOULding saves nearly 50% on new tyre prices!

Have those tyres "ONDURA" Remoulded either through your usual Dealer or contact us direct!

*For your pockets sake*  
**DO TAKE CARE OF THOSE SMOOTH TYRES**

**ONDURA LTD • KEIGHLEY • YORKS • Tel.: 3253**

A26

## Proof of CHAPMANS popularity

Once every two years all types of vehicles are exhibited together at the Commercial Show. Here is the opportunity to see the popularity of any fitting. At this year's Show you would have found Chapmans' mechanisms were fitted to 253 of the 355 vehicles with drivers' adjustable seats. In addition 89 other Chapmans' products were installed on various vehicles. Here then is proof of Chapmans' supremacy in the fitting of adjustable seating.

At the Show the new suspension seat — **LEVEROLL-LEVEL RIDE** — made its debut and if you haven't details, please let us know.



**A. W. CHAPMAN LTD.**  
RANELAGH GARDENS • FULHAM • LONDON • S.W.6  
Telephone: Renown 1372 Telegrams: Leveroll, Wesphone, London

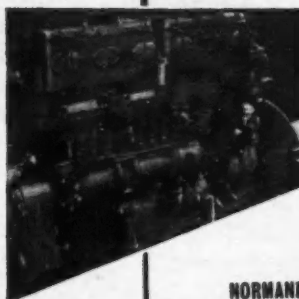
## Vehicle, Plant, Marine

## ENGINE EXCHANGE

by

# Normand

Normand Limited are accredited Gardner, Albion, Leyland, Scammell and Perkins repairers, specialise in the reconditioning of all types of diesel engine and provide an over-the-counter exchange engine service in Gardner, Leyland and AEC engines. All engines are thoroughly bench-tested at our Park Royal works and carry our guarantee.



★  
**RECONDITIONED BLOCKS  
AND COMPLETE SPARES  
RANGE**

**NORMAND LIMITED, PARK ROYAL, N.W.10**  
Telephone: Elgar 7757 (8 lines)



# PLYMAX

## for the body-builder



Lighter than 16g. aluminium sheet — yet twice as rigid — PLYMAX, the VENESTA metal-faced plywood, is the first choice of good coachbuilders for vehicle bodies. Easy to handle, and combining the durability and strength of metal with the lightness of plywood, PLYMAX embodies the experience gained through 35 years of use in the coachbuilding industry. In addition, PLYMAX is economical — it is supplied in no less than 40 standard sizes, and cutting to waste is therefore minimised.

# PLYMAX



Send for leaflet D.4 today

**VENESTA LIMITED** Plywood Division, Vintry House,  
Queen Street Place, London, EC4 • CENTRAL 3040

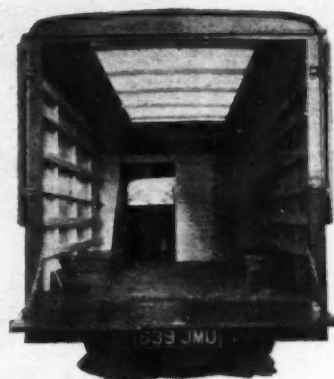
PLYMAX is made of Venesta Plywood faced on one or both sides with aluminium or galvanised steel. Look at the advantages it offers:

- Freedom from drumming and rattling.
- Lightness to reduce body weight, fuel consumption and tyre wear.
- Strength and toughness to save maintenance.
- Durability to retain original appearance and reflect credit on coachbuilder and user alike.





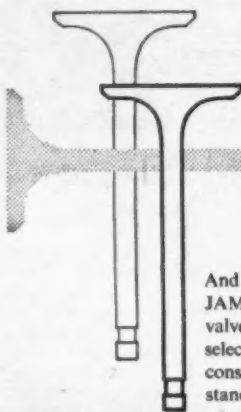
THE POPULAR  
**WYCOMBE JUNIOR**  
ADAPTABLE TO ANY  
MAKE OF CHASSIS



Designed and built by Gregory's for bulk loads, capacity up to 350 cubic feet. Whatever your transport requirements Gregory's can supply the vehicle. For full specification write to head office.

**Gregory's**  
LTD  
MAIDENHEAD X UXBRIDGE X HIGH WYCOMBE

53 HIGH STREET, UXBRIDGE, MIDDLESEX  
TELEPHONE: UXBRIDGE 6432/5



## James

THE VALVES  
WITH  
EXTRA MILEAGE  
BUILT IN

And there's no secret about the way JAMES put extra mileage into their valves. It's achieved by careful material selection, advanced forging techniques, consistently accurate machining and rigid standards of inspection, supported by 50 years' experience. That's why fleet owners, hauliers, motorists and motor cyclists all over the world ask for JAMES—the valves with the extra-long service life.

Next time, fit JAMES and watch the mileage mount



STAND No. 282

**James**

Established 1904

100% British Valves Guides and Springs  
W. G. JAMES LTD.

Kingsbury Works • Kingsbury Road • London • NW9

A28

## NEW!... THE BOWMONK "TYRE-GUARD"

A completely new and patented device designed to give immediate visual or audible warning of loss of tyre pressure.

One operation in its lifetime saves the initial cost many times over.



PRICE 50/- per unit

You can SEE the BOWMONK "Tyre-Guard" WORKING on Stand 447 at the International Motor Show, Earls Court Oct. 22-Nov. 1 (or full details from)

**BOWSER, MONKS & WHITEHOUSE LTD.**  
Spring Gardens, DONCASTER

Telephone: 65196

\*Grams: BOWMONK DONCASTER



# HANDS 'G' TYPE

## FULLY UNIVERSAL AUTOMATIC

### TRACTOR & SEMI-TRAILER COUPLING

(6-12 TONS)

**A PROVED AND TRIED PRODUCT!**

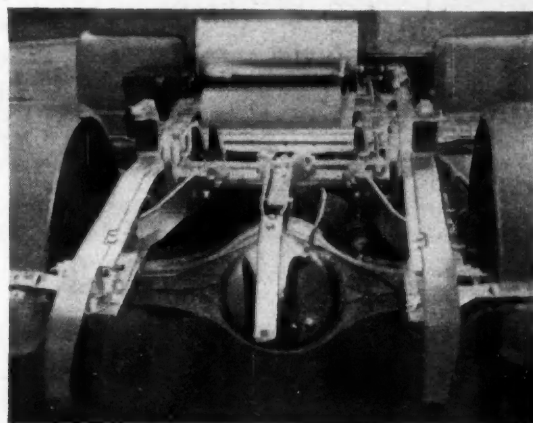
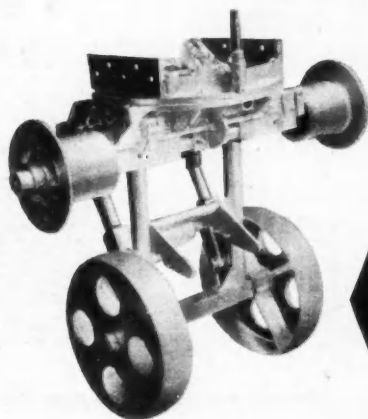
SUITABLE FOR ALL DROP FRAME TRACTORS  
AND MANY OTHERS BY CONVERSION

**'G' TYPE UNIVERSAL AUTO-  
MATIC TRACTOR GEAR**

Coupling of semi-Trailer is carried out by backing the special Tractor ramps under the rollers on the semi-Trailer fore-carriage. As the rollers run up the ramps, they strike the robust coupling forks, moving them to the coupled position, where they are automatically and positively locked by triggers held in place by two powerful compressor springs against two rubber buffers.

Braking of the semi-Trailer is through King Pin. Release is controlled from cab, by hand lever, vacuum, air or hydraulic, according to Chassis. A special dual valve enables all brakes to be applied by Tractor foot pedal, or semi-Trailer brakes only, by hand control on steering column.

This is a tested and superlatively safe product suitable for all types of semi-Trailer fitted with retractable fore-carriage 6, 8, 10 or 12 tons.



#### **'G' TYPE FULLY UNIVERSAL SEMI-TRAILER FORECARRIAGE**

This appliance will couple to HANDS 'G' and 'GJ,' 'J' and all other makes of similar automatic tractor coupling gears.

Support wheels are automatically retracted as coupling takes place, and lowered when uncoupled; in this position they are securely locked by gravity operated catches. Large diameter turntable plates are fitted for distributing loads and for stability.

Support legs are of exceptionally robust construction. Braking and lighting systems are automatically connected when coupling takes place.

**A complete range of semi-Trailers is available up to 12 tons capacity for this type of coupling.**

BRITISH AND FOREIGN PATENTS

**TRAILERS—ALL TYPES—6,000 lb. to 100,000 lb.**  
**STRAIGHT FRAMES · DROP FRAMES · LOW LOADING**  
**MACHINERY · TANKERS · TIPPERS · POLE CARRIERS**



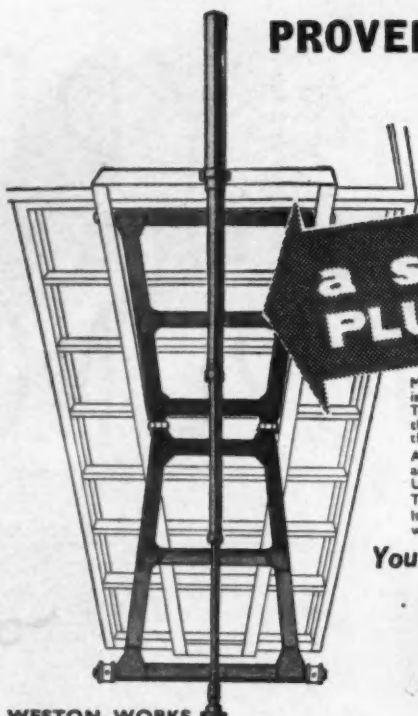
**HANDS (LETCWORTH) LTD., No. 1 Works, Letchworth, Herts. Tel: 1820**

BML

A29



**PROVED IN PRACTICE . . . the most efficient  
L.W.B. tipping combination ever . . .**



**a single Ram —  
PLUS a stabilizer!**

Most efficient long wheel base, tipping combination, a single ram plus stabilizer. What is the advantage of a single ram tipping gear when fitted to a long wheel base truck? Twin rams will control side movements of the body but since the feed from the pump to the ram is from a common source any inequality in weight distribution may result in the lighter loaded ram extending faster than the other.

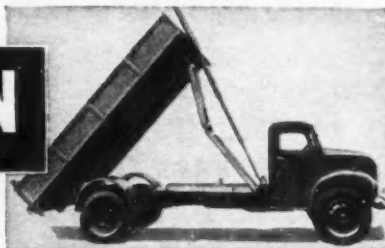
A single ram and the Weston Master Stabilizer is the complete answer for the most arduous operating conditions. The stabilizer gives security and stability and the Universally Mounted Weston ram is used solely for raising and lowering the body. This is the principle on which the Model eight is constructed.

Its efficiency has been proved by the many years operating successfully throughout the world.

**You can't beat**

**WESTON  
MODEL 8**

**WESTON WORKS  
(BIRMINGHAM) LTD. WESTON LANE · GREET · BIRMINGHAM 11**  
Telephone: ACocks Green 3936 (4 lines)      Telegrams: "Sunsabod, Birmingham."



**W. J. BOYES  
& SON LTD**

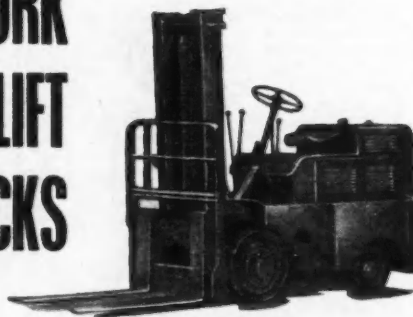
**GARDNER**  
OIL ENGINE SPECIALISTS

**ERF**

**SALES  
SERVICE  
SPARES**

Commercial Vehicle Specialists  
BLENHEIM GROVE, PECKHAM, LONDON, S.E.15  
Phone:  
NEW CROSS 3111-2-3

**FORK  
LIFT  
TRUCKS**



Reconditioned Clark Fork-Lift Trucks, 9' 6" lift, 4,800 lbs. capacity, water cooled petrol engines, self starters, solid rubber tyres, £390 each.  
Ditto, 3,200 lbs. capacity, £340 each.  
Reconditioned Mobilift Fork-Lifts, 1,500 lbs. capacity, 9' 6" lift, air cooled petrol engine, £190 each.

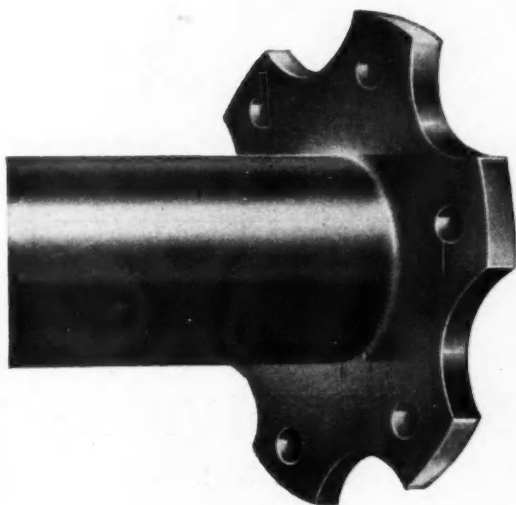
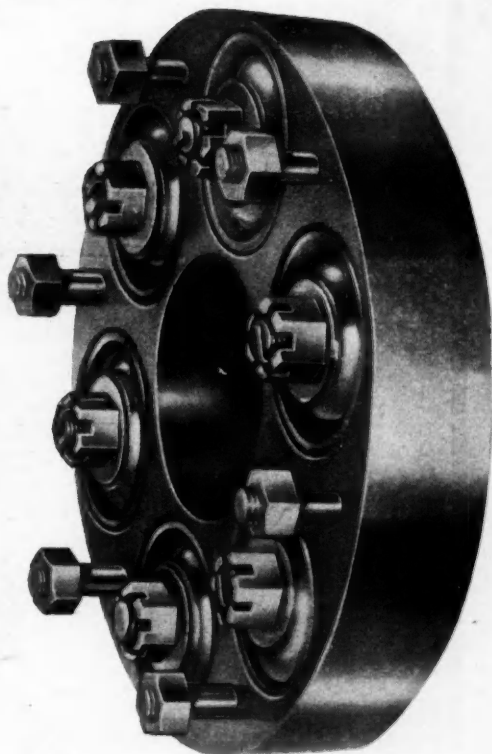
**L. W. Vass Ltd.**

**Amphill, Bedford**

**Amphill 3255**



**the toughest  
shock-absorbing  
coupling yet  
devised to meet  
modern needs**



How much rubber . . . what kind of rubber . . . what static torque, what dynamic torque will the coupling have to withstand . . . ? LAYCOCK ENGINEERING have all the answers, because they have been anticipating future demands since the 1930's. When the suggestion of increased b.h.p. from the same litrage keeps coming up, LAYCOCK engineers are not caught unawares—the appropriate coupling exists for every newly designed vehicle; because LAYRUB designers are there at the design-board stage, anticipating the future.

The LAYRUB coupling illustrated above is in the 'six-six' range and meets the demands for a coupling having a high torque capacity where space is restricted. This type is capable of very heavy duty, and is suitable for any application which needs little articulation, but where misalignment must be accommodated. It has been very successfully employed in marine drives, locomotives, railcars, and heavy tractors.

## **LAYRUB** flexible couplings

Member of the  
**Birfield Group**

Enquiries to  
**LAYCOCK ENGINEERING LIMITED**  
Millhouses · Sheffield 8 · Telephone: Sheffield 74411



## Specialists in all types of bodywork

Just two of the many built by Jennings, the firm with 200 years experience. Bodies of composite and all alloy construction to suit all trades.

Send us your enquiries, which will receive our best attention.



*Grocers Shop*



*Butchers Shop*



**J. H. JENNINGS & SON LTD**  
Sandbach 1 Cheshire Telephone: 262/3

**LESS NOISE!  
LESS FUMES!**



with  
**NoRisk  
ENGINE  
COVERS**

Available for  
**B·M·C,  
THAMES,  
BEDFORD**  
and all forward-control vehicles

*The NoRisk ENGINE COVER reduces noise and fumes in the driving cab and provides additional protection against frost during the winter months.*

Write TO-DAY for full details from:

**S. NORRISH LTD.**

220 GREAT PORTLAND ST., LONDON, W.1 Telephone: EU5ton 6621  
Manufacturers of DROK LUBRICATORS

A32

**SPARSHATT'S**

**AUTHORISED SALES & SERVICE**

DEPOTS FOR

**Albion**

COMMERCIAL VEHICLES

**LONDON:** 108 BELLENDEN ROAD  
PECKHAM, S.E.15  
PHONE: NEW CROSS 2939

**SUSSEX:** BOGNOR BRIDGE  
CHICHESTER  
PHONE: CHICHESTER 4154

ALSO at PORTSMOUTH—SOUTHAMPTON and RYDE, I.O.W.





## *Getting the most out of it*

You can squeeze a lemon till the pips squeak, but as every operator knows, there comes a time in the life of a vehicle when it no longer earns its keep.

The purchase of new vehicles, however, can mean heavy capital outlay—funds you could put to work elsewhere in your business.

By using U.D.T. credit facilities you can buy your commercial transport the modern way—each vehicle pays for itself out of earnings, and you keep your capital intact.



### **UNITED DOMINIONS TRUST LIMITED**

**UNITED DOMINIONS HOUSE, EASTCHEAP, LONDON, E.C.3**  
**Over sixty branches throughout the United Kingdom and Eire**



# Breakdown Service



BRISTOL, 2

## Alma Garages



(BRISTOL) LTD.  
for **UNLIMITED**  
**BREAKDOWN & RECOVERY**  
**SERVICE in the SOUTH-WEST**  
for A.E.C., MAUDSLAY, CROSSLEY, GUY, B.M.C.  
AND FORD



**74 FEEDER RD., BRISTOL, 2** Phone Day and Night  
Bristol 77667 and  
24-HOUR SERVICE Weston S.M. 3521

WISBECH

## DENNISS'S 24 HOUR SERVICE



PHONE: WISBECH 745

LONG SUTTON 2235

## SOUTH WALES HEAVIEST BREAKDOWN SERVICE

LORRY MOUNTED 5 TON COLES CRANE FOR HEAVY  
RECOVERY SERVICE.  
A.E.C. MATADOR 4-WHEELED  
BREAKDOWN CRANE.

**LATE NIGHT**  
**RECOVERY SERVICE**



## ROSS GARAGES

(SALES) LIMITED

PENARTH ROAD, CARDIFF.  
Phone: Cardiff 24671 (5 lines).

NEWCASTLE

## NEWCASTLE (STAFFS)

## MOTOR COY. LTD.

Phone 64621/2/3  
After hours 66319  
and  
Keele Park 249

Newcastle Rd., Trent Vale, Stoke-on-Trent  
FOR HEAVY BREAKDOWN DUTIES

★  
Commer/Karrier Distributors  
Satisfaction Guaranteed

★  
ALL TYPES OF REPAIR UNDERTAKEN  
24-HOUR SERVICE

BIGGLESWADE

## R. A. JORDAN LTD

DENNIS DISTRIBUTORS

Heavy Breakdown Service  
Including Power Winch

IVEL WORKS  
BIGGLESWADE  
BEDS Phone 2265

SWANSEA &amp; PORT TALBOT

## JEFFREYS

COMMERCIAL  
MOTORS

HEAVY AND LIGHT BREAKDOWN SERVICE  
NEATH ROAD  
Phone: 7226 & 71859  
BEVERLY STREET  
Phone: 2292  
**SWANSEA**  
**PORT TALBOT**

KIDDERMINSTER

## 24-HOUR

## HEAVY BREAKDOWN SERVICE

Phone: Day-Kidderminster 2293  
Night-Stourport 2073 or Bewdley 2326

FRANCHE ROAD GARAGE, KIDDERMINSTER

HEREFORD

## PRALLS (HEREFORD) LTD.

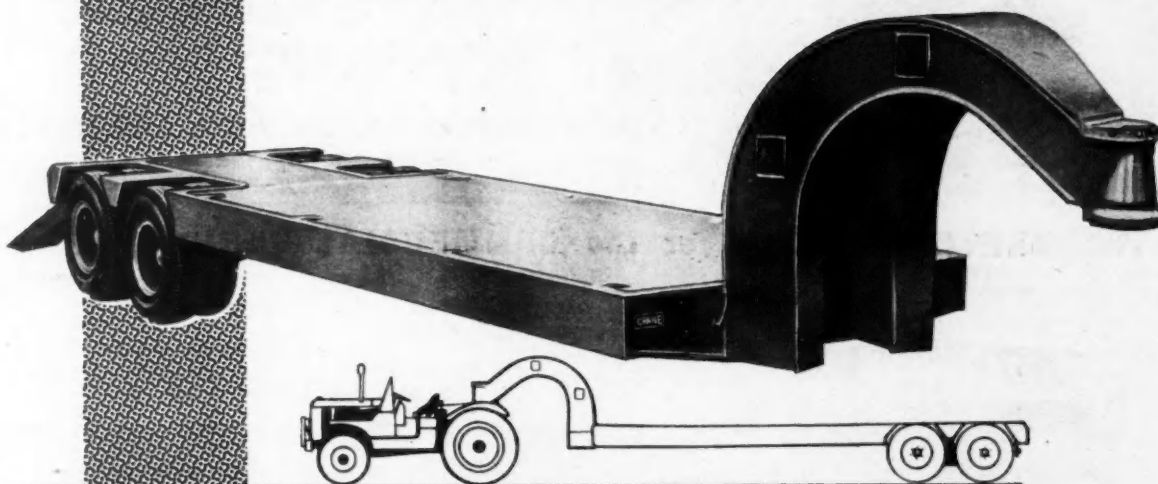
HOLMER RD., HEREFORD  
Phone: 4221-4  
24-HRS. SERVICE  
HEAVIEST BREAKDOWN EQUIPMENT IN THE WEST



ANOTHER  
ATTACHMENT FOR  
YOUR D.W. 15 TRACTOR

# CRANE

32-TON GOOSE NECK  
SEMI-TRAILER



The 32-ton Goose Neck Semi-trailer (illustrated) is designed primarily for use with the wheeled D.W. 15 Caterpillar Tractor, the welded arched neck giving the necessary clearance to the tractor's large pneumatic tyres when turning. By using the Crane Goose Neck Semi-trailer, tracked vehicles, heavy machinery, earth moving plant, etc., can be transported without the need of a special towing vehicle, thus saving spares and reducing operational costs.

We also manufacture pipe-carrying trailers, tankers and standard trailer and semi-trailers for loads of 2-200 tons.

## CRANES (Dereham) LIMITED

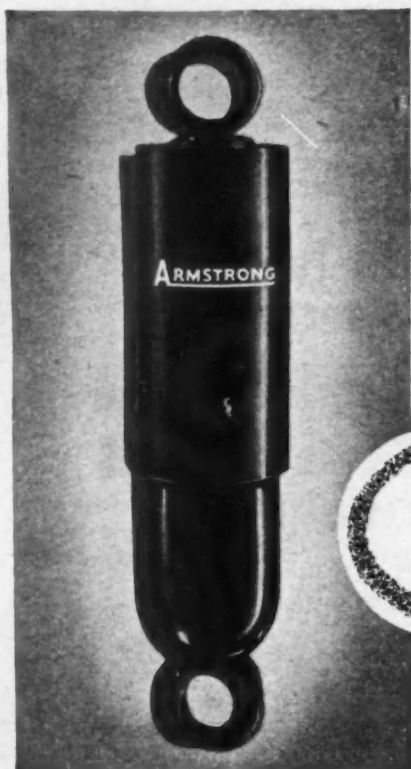
DEREHAM, NORFOLK, ENGLAND Telephone: Dereham 278/9



TRAILERS

LONDON OFFICE: 14 STANHOPE GATE, W.1 Tel.: GRO 3210





# ARMSTRONG

Regd. Trade Mark

## HEAVY DUTY DOUBLE ACTING SHOCK ABSORBERS

### *Cut operating costs*

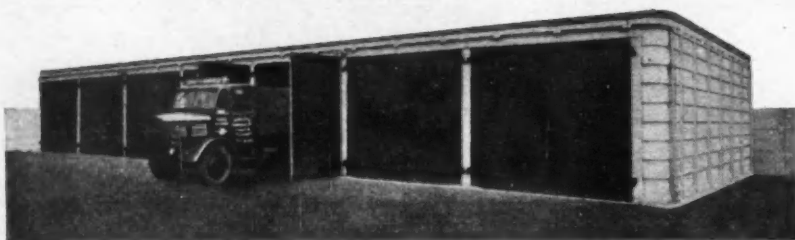
BECAUSE THEY—

- ★ REDUCE VIBRATION
- ★ REDUCE TYRE WEAR
- ★ REDUCE SPRING BREAKAGES
- ★ REDUCE DRIVER FATIGUE
- ★ IMPROVE ROAD STABILITY
- ★ IMPROVE STEERING

### ARMSTRONG PATENTS CO. LIMITED

BEVERLEY • YORKSHIRE • Telephone : Beverley 82212

## CONCRETE GARAGES for the COMMERCIAL VEHICLE USER



- Speedy erection
- Any number of bays
- Insulated roof
- Any depth and up to 12 ft. high
- Saving in initial cost
- Write for details

DURRANT'S CONCRETE CO., LTD., BROOKFIELD ROAD, CHEADLE, CHESHIRE

Fit the NEW  
**PRIMROSE**

**3rd AXLE**  
ATTACHMENT

TO YOUR NEW OR USED VEHICLES

PRIMROSE 3rd AXLE CO  
CLITHEROE . LANCs

TEL: CLITHEROE 787



## Be Seated-by

# RESTALL

MATCHLESS  
MANUFACTURER  
TO  
DEALER  
SERVICE

Phone  
VIC: 1693-4440

SEE  
CLASSIFIED  
COLUMNS

RESTALL BROS LIMITED

31-33 FLOODGATE ST • BIRMINGHAM 5.



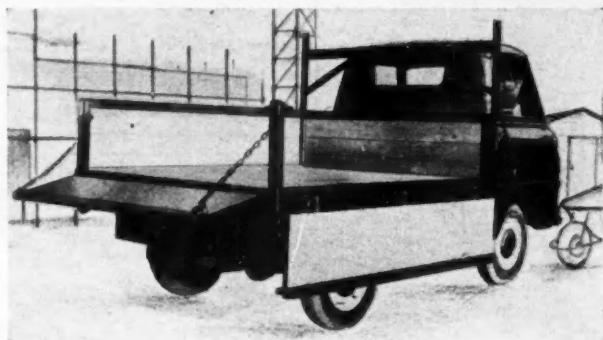
**Papworth**

CAMBRIDGE

**Coachwork**

ENGLAND

## the sign for coachwork



which appears on all  
PAPWORTH built bodies  
is your assurance of  
quality and satisfaction.  
Let us send you details of  
the bodies we are building  
on the Thames Chassis  
such as this  
builders' truck with  
drop sides and tailboard  
and detachable rear pillars.  
(Ready three days from  
receipt of chassis)

# Papworth Industries

CAMBRIDGE

TEL: CAXTON 271

## INDEX TO ADVERTISERS

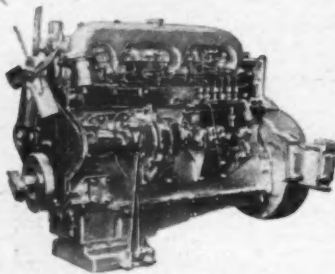
Name	Page
<b>A</b>	
Abboflex, Ltd. . . . .	24
A.C.V. Sales, Ltd. . . . .	Front Cover
Alloy Transport Sections, Ltd. . . . .	21
Alma Garages (Bristol), Ltd. . . . .	34
Amal, Ltd. . . . .	79
Armstrong Patents Co., Ltd. . . . .	36
Atcost, Ltd. . . . .	3
Atkinson Vehicles, Ltd. . . . .	52
Austin Motor Co., Ltd., The . . . . .	39
<b>B</b>	
Birfield Industries, Ltd. . . . .	4 & 31
Bonallack & Sons, Ltd. . . . .	45
Bowser, Monks & Whitehouse, Ltd. . . . .	28
Boyes, W. J., & Son, Ltd. . . . .	30
Boys, Henry, & Son, Ltd. . . . .	79
Breakdown Section . . . . .	34
British Belting & Asbestos, Ltd. . . . .	9
British Trailer Co., Ltd. . . . .	25
British Transport Commission . . . . .	23
Brockhouse, J., & Co., Ltd. . . . .	8
Brown, David, Corporation (Sales), Ltd. . . . .	11
<b>C</b>	
CEAG, Ltd. . . . .	79
Chapman, A. W., Ltd. . . . .	26
Commer Cars, Ltd. . . . .	1
Cranes (Dereham), Ltd. . . . .	35
<b>D</b>	
Davies Tyre Co., Ltd. . . . .	17
Denniss Garage, Ltd. . . . .	34
Dunlop Rubber Co., Ltd. . . . .	13
Duramin Engineering Co., Ltd. . . . .	15
Durrant's Concrete Co., Ltd. . . . .	36
<b>E</b>	
Edbro-B. & E. Tippers, Ltd. . . . .	12
Equity Credit Co., Ltd., The . . . . .	22
E.R.F., Ltd. . . . .	5
<b>F</b>	
Ferodo, Ltd. . . . .	41
Ferraris of Cricklewood, Ltd. . . . .	80
Firestone Tyre & Rubber Co., Ltd. . . . .	48

Name	Page
Fletcher Miller, Ltd. . . . .	20
Franchise Road Garage . . . . .	34
<b>G</b>	
Girling, Ltd. . . . .	Inside Front Cover
Gregory's of Uxbridge, Ltd. . . . .	28
<b>H</b>	
Hands (Letchworth), Ltd. . . . .	29
Hartridge, Leslie, Ltd. . . . .	16
Holmes (Preston), Ltd. . . . .	7
<b>J</b>	
James, W. G., Ltd. . . . .	28
Jeffreys Commercial Motors (Swansea), Ltd. . . . .	34
Jennings, J. H., & Son, Ltd. . . . .	32
Jordan, R. A., Ltd. . . . .	34
<b>K</b>	
Keith & Boyle (London), Ltd. . . . .	80
Key-Leather Co., Ltd. . . . .	16
<b>L</b>	
Lake & Elliot, Ltd. . . . .	Inside Back Cover
<b>M</b>	
Mann Egerton & Co., Ltd. . . . .	24
Matthews, H., Ltd. . . . .	79
Mayfair Garage (Tamworth), Ltd. . . . .	79
Mitchell, L. A. (Motors), Ltd. . . . .	79
Muxlow & Munton . . . . .	79
<b>N</b>	
National Benzole Co., Ltd. . . . .	44
Newcastle (Staffs) Motor Co., Ltd. . . . .	34
Normand, Ltd. . . . .	26
Norrish, S., Ltd. . . . .	32
North Central Wagon & Finance Co., Ltd. . . . .	19
<b>O</b>	
Ondura, Ltd. . . . .	26

Name	Page
<b>P</b>	
Papworth Industries . . . . .	37
Parsons Chain Co., Ltd. . . . .	Back Cover
Perkins, F., Ltd. . . . .	38
Power Petroleum Co., Ltd. . . . .	50
Pralls (Hereford), Ltd. . . . .	34
Pressoturn, Ltd. . . . .	2
<b>R</b>	
Raybestos-Belaco, Ltd. . . . .	14
REDeX, Ltd. . . . .	22
Regent Axle Co. . . . .	34
Restall Bros., Ltd. . . . .	36
Ross Garages (Sales), Ltd. . . . .	34
<b>S</b>	
Shell-Mex & B.P., Ltd. . . . .	40
Smiths Motor Accessories, Ltd. . . . .	49
Sparshatt, J. H., & Sons, Ltd. . . . .	18 & 32
Steel Barrel Co., Ltd., The . . . . .	10
Synthite, Ltd. . . . .	51
<b>T</b>	
Tecalemit, Ltd. . . . .	6
T.G.B. (Motors), Ltd. . . . .	36
Thompson Bros. (Engineers), Ltd. . . . .	80
<b>U</b>	
United Dominions Trust, Ltd. . . . .	33
<b>V</b>	
Vandervell Products, Ltd. . . . .	42 & 43
Vass, L. W., Ltd. . . . .	30
Vauxhall Motors, Ltd. . . . .	46 & 47
Venesta, Ltd. . . . .	27
<b>W</b>	
Westinghouse Brake & Signal Co., Ltd. . . . .	80
Weston Works (Birmingham), Ltd. . . . .	30
Whittaker, Benjamin, Ltd. . . . .	14
<b>Y</b>	
Yorkshire Engineering & Welding Co., Ltd. . . . .	20



## Why the Perkins R6(V) MARK 2 is first choice for modern transport



### PERKINS R6(V) MARK 2

Bore 4" (101.6 mm.) Stroke 4 1/4" (114.3 mm.) 6 cylinders. Ratings up to 104 b.h.p. at 2,500 r.p.m. Torque 240-lbs. ft.



**There are hundreds of reasons, of course.  
Here are some:**

**BECAUSE** its tested and proved 104 horsepower will do every transport job faster, cheaper and more efficiently than ANY COMPARABLE POWER UNIT.

**BECAUSE** it thrives on hard work, and, with it, gives long life and faithful service always.

**BECAUSE** it has been acclaimed by thousands of operators throughout the World. A typically enthusiastic letter says: "The R6 is the finest engine we have ever come across".

**BECAUSE** it is installed as first equipment by many internationally well-known commercial vehicle manufacturers such as: Chrysler (U.S.A.), Commer, DeSoto, Dodge, Fargo, Douglas, International Harvester, Seddon, and many others.

**BECAUSE** there are 26 years of Perkins design and manufacture experience behind it.

**... For Vehicle, Agricultural, Industrial  
and Marine Applications.**

**F. PERKINS LTD., PETERBOROUGH. TEL: PETERBOROUGH 5341**



Editor:  
G. MACKENZIE JUNNER,  
F.R.S.A., M.I.Mech.E., M.I.R.T.E.,  
M.Inst.Met.

Assistant Editor:  
A. E. SHERLOCK-MESHER,  
F.R.S.A.

Technical Editor:  
JOHN F. MOON,  
A.M.I.R.T.E., A.S.A.E.

# THE COMMERCIAL MOTOR

**Largest and Most Influential Circulation**

PROPRIETORS:  
TEMPLE PRESS LIMITED

CHAIRMAN AND MANAGING DIRECTOR:  
ROLAND E. DANGERFIELD

October 17, 1958

Head Office:  
Bowling Green Lane, E.C.1.  
Telephone: Terminus 3636.  
Telegrams: "Pressimus London Telex."  
Telex: 23839.  
Cables:  
"Telex: 23839=Pressimus London"  
and at  
Birmingham,  
Coventry,  
Manchester,  
Glasgow.

Annual Subscription Rate: £3 10s.  
U.S.A. and Canada: \$10.00.

## Brains—Not Brawn

MUCH of what Maj.-Gen. G. N. Russell had to say in his presidential address to the Institute of Transport on Monday was academic, but the problems with which he dealt are fundamental to road transport. Speaking on "Management in Transport," he emphasized the responsibility of the leaders of transport businesses to keep up to date.

Ability to look ahead is not one of the greatest virtues of hauliers in general, although they have been supremely successful in supplying trade and industry with transport service. On the other hand, how much more effective might their efforts have been had they cultivated the habit of forward thinking.

Maj.-Gen. Russell crystallized the whole matter in the words, "Let us take care we do not face the problems of the atomic era with a horse-and-cart mentality." The pattern of traffic is ever-changing and must be matched by flexible transport facilities.

### Able Recruits Are Essential

The men who built up the industry are now at the point of retiring and able recruits are required not only to carry on the work but to apply to it new ideas and techniques. Maj.-Gen. Russell spoke truthfully when he said that, on the whole, progress in techniques had not kept pace with the advance in vehicles.

The successful haulier of the future must search for new markets and approach scientifically the problem of locating and assessing users' requirements. He must be able to forecast their future needs. In that way he will be able to create new demands.

He must do the thinking for the potential customer and be able to present to him new ways of tackling current and future transport problems. There are hauliers who possess this great attribute and their success is witness to it.

Apart from its natural physical advantages, one of the main reasons for the supremacy of road over rail transport is the close contact which the average haulier has with his employees. He is able to learn from their everyday experience and to turn that knowledge quickly to account. There is no need for the elaborate system of communication that Maj.-Gen. Russell described.

Joint consultation, which he said was far from understood and effectively applied in transport, is in fact a

*Skilled Management and Good  
Personnel Relationship are Vital  
to Future of Road Haulage*

living organism in the average small haulage business. The employer and the men form a close-knit team, with mutual understanding and even affection between them. Joint consultation does not have to be elevated to lofty academic heights: it is the basic force on which the existence of the business depends.

Proof of this happy relationship is found in the absence of strikes in the independent sector of road haulage. There is also not felt to be a widespread need for organization in trade unions. Give and take between employers and employees replaces a rigid relationship.

There is, however, a great need for the recruitment of the right type of young man into road transport. The situation on the passenger side of the industry is probably easier than in haulage, for conditions of work are generally more attractive. Hauliers' premises are so often dismal and uncomfortable, hours of work are long and the pay is not high. Moreover, the prospects do not always seem to be rewarding.

British Road Services are better placed to attract the manager of tomorrow and, through their cadet training scheme, are able to identify and develop ability. When they have qualified for responsibility, some of the cadets will no doubt pass into free-enterprise haulage, but the need exists for a more enlightened attitude towards staff training by hauliers.

### Broader Outlook Needed

Some members of the Road Haulage Association are acutely aware of it and have tried to encourage their colleagues to adopt a more progressive policy. Every facility should be given to bright young men to study at technical colleges for engineering diplomas and for the examinations of the Institute of Transport.

In this way a new breadth of outlook will be imparted to the industry. Rail competition is growing keener and the only weapon which the haulier can use against drastic reductions in rail rates is a new standard of service that the railways can never hope to achieve at any price. Imagination and liberal education are essential to the development of new ideas and techniques to anticipate users' needs and preserve their custom.

Probably the greatest deterrent to initiative among existing operators and to the recruitment of suitable young men is political uncertainty.



## Bonuses With Care

WHATEVER may be said of the merits of incentive bonuses for drivers, there seems to be little doubt of their value in transport workshops. They require, however, to be devised carefully after a full study of work methods and it may be that to avoid unnecessary administrative expense they should be limited to repetitive operations. Typical examples of this kind of work are vehicle washing and servicing.

At Edinburgh, Mr. W. M. Little, the municipal transport manager, expects to save £30,000 a year by applying bonus schemes in the workshops. This economy will be achieved without reducing the quality of work.

He is supported in his advocacy of incentives by Mr. G. F. Sinclair, a director of British Road Services, Ltd., Cllr. C. Blackwell, chairman of Manchester Transport Committee, and other experienced operators. The piece-work system of payment is gradually being extended throughout the maintenance shops of Manchester Transport Department.

So far as road staffs are concerned, bonus schemes may cause more harm than good. Unless they are skilfully prepared they are liable to encourage speeding and many magistrates are prejudiced against them. Some well-known operators have discontinued them for these reasons.

If incentive bonuses are to be paid to drivers, the use of journey recorders is desirable, so that law-breaking can be checked. This does not imply that every driver must carry a spy in his cab. Every capable and experienced transport manager knows that a driver's initiative, on which so much often depends, will be blunted if the man's actions are under constant surveillance, or if he is frequently asked to explain minor discrepancies.

Where there is mutual trust between managers and men, journey recorders can be a great value to both sides. Some of the Continental instruments show the speed of the vehicle at all times during a run, and indicate the number of brake applications and the rate of retardation. Such records can be produced in court in defence of a driver to establish the manner in which a vehicle has been driven.

If the trade unions could be persuaded to accept fully the use of recorders, bonus schemes, for the ultimate benefit of the workers, could be greatly extended. Instead, the tendency is to withdraw or avoid them. Thus the conscientious driver earns no more than the slacker and there is a general depression in the output of work.

## Passing Comments

### Story That Holds Water

DREDGING recently in the Victoria Docks, London, employees of the Port of London Authority brought up some interesting debris. This comprised a two-wheeled trailer, which someone remembered had been blown into the water during an air-raid. As can be seen from the illustration, the trailer is most dilapidated, but the Firestone 7.50-20 Ground Grip tyres were still inflated to their normal pressure. The gash shown was made by the dredging machinery. It is remarkable that these tyres should have held their pressure for nearly 20 years.



### Surprise for a Van Thief

ONE of our somewhat critical readers asks whether there is no way of combating the mail-van robbers. In his opinion, which may not be that of others, the surest way of having valuables stolen is to send them by registered post.

Some time ago he had the pleasure of unintentionally giving a mail thief, or thieves, a disappointment. There were once biscuits known as "Punch and Judy," these characters being modelled in shortbread. As a joke he sent a Toby one, carefully packed in a small jewel case, as a birthday present to a man usually known by that name. This was registered but it never arrived, as the mail bag vanished on its journey, but he wished that he had been present when his particular package was opened.

### Tubes for Coil Springs ?

IN nearly all situations where coil springs are employed as, for example, in the front suspensions of many motor vehicles, the steel employed is in rod form. A recent suggestion put forward is that tubing could be used for the same purpose and it is claimed that this might well save 40 per cent. of the weight.

Obviously, the material adjacent to the centre of the metal used in a coil spring has decreasing value the nearer it gets to the middle. This has been recognized by some designers who employ tubes for torsional-suspension media.

*This Firestone tyre was still holding its pressure when the trailer to which it was fitted was fished out of Victoria Docks after nearly 20 years of submersion.*



### A Well-merited Award

ONE of the most notable advances in lubrication has been the production of low-viscosity oils, the use of which has permitted a marked reduction in fuel consumption in practically all types of motor vehicle. Their advantages of easy starting and low frictional losses have been especially successful in vehicles which are engaged in work demanding frequent stopping and starting, and in which the engines seldom have time to reach what are considered to be efficient operating temperatures.

These oils are, of course, particularly useful in the case of vehicles normally employed in areas where the prevailing temperatures are low.

Some operators were originally doubtful as to their merits for they are unlike the ordinary run of lubricants, in that they retain adequate viscosity under hot running conditions, whereas many of the older oils commenced by being highly viscous but quickly lost this alleged attribute when they became hot.

One of the oil technicians who played a great part in the development of the new oils is Dr. E. M. Dodds, of Esso, who was recently honoured by that well known City guild, the Worshipful Company of Carmen. He was announced as the first recipient of a new award, the Viva Shield, which includes a gold medal and citation. The object is to recognize the individual, company or corporation making the most notable contribution to the advancement of road transport.

The use of lubricants of this nature is not confined to

engines, for they have been found beneficial for transmission gear, although, of course, special high-pressure lubricants are necessary in the case of certain axle gearing in which the tooth pressures are unusually high.

### Approach to Winter

NOW that we have altered our clocks to make lighting-up time earlier, the unpleasantnesses of winter driving seem to rush upon us all too suddenly. The late autumn is a season fraught with possibilities which can be alarming when they are not foreseen.

After a summer of uncommonly wet weather, much of the countryside has absorbed about as much moisture as it can take. A very little more and the valleys are flooded: a drop in temperature brings the risk of fogs freezing on the windscreen. Wet and slippery leaves are apt to pack on sheltered corners.

Grass verges have become soft sponges, unable to accept the weight of a loaded lorry. The driver who does not relish a wretched night de-ditching and putting the load back on an even keel will be wise to stop only on a lay-by with a good hard standing.

The cab radio sets which were to be seen on exhibits at Earls Court were received with raised eyebrows by some operators. Although such home comforts have not been part of the trunker's lot in the past, the national weather forecasts available at the touch of a switch could well make the long-distance driver's forward planning a great deal easier.

## One Hears—

That intake silencers might be useful to broadcasters who gasp in the middle of long sentences.

That commercial-vehicle drivers do not appreciate epidemics of trick cycling by the very young.

That revenue receipts in the form of annual highway-user taxes in the United States in 1956 amounted to more than \$2,000m.

That the figures for 1957 have not yet been computed, although they are expected to be higher.

That India is producing a considerable number of light and heavy industrial machines and machine tools.

Of a suggestion that in course of time the "tunnel" under the North Pole may become as overcrowded as that under the Mersey.

That Thylene, the anti-freeze made by National Benzole, can be used for the whole year, as it guards against corrosion of the cooling system at all times.

That an American research laboratory has received an Army contract to extend for a second year its study of the effects of vibrations and road shocks on military drivers.

That five American States have issued reflecting licence plates that can be seen at night 2,000 ft. away.

That this is well within the brake stopping distance of most American vehicles.

That in many country towns kerb space is practically non-existent because of cycles parked without gaps between them.

A suggestion that official cycle parks would help to obviate the trouble.



"What d'you mean, it doesn't look serious—I've got a car transporter under here!"



# "Renationalization Will Hit Every Haulier"

FROM A. E. SHERLOCK-MESHER

TORQUAY, Tuesday.

MR. R. N. INGRAM, national chairman of the Road Haulage Association, in an opening statement to delegates to the Association's annual conference here today, warned hauliers, and particularly the smaller operators, against the belief that the Socialist threat to renationalize long-distance transport would not affect them.

"No plan of nationalization could be effective without disturbing the businesses of practically all road hauliers in the country," he said. "The Socialist threat of nationalization, having been made, will stand to be carried out if the Socialist party is returned to power."

He also warned trade and industry against the danger of sitting back complacently while independent long-distance haulage was once more liquidated. "This is what some sections did on the last occasion," he added.

After Mr. Ingram's address and a discussion (see pages 440-442), the conference passed a resolution reaffirming the determination of hauliers "to use all means of preserving the present structure of the independent road haulage industry."

"The apparent confusion of thought on the part of the Socialists in their approach to possible restrictions on the C-licence holder is a mere expedient designed to obviate the more general and intense opposition which their transport policy would attract were it stated more specifically, particularly at the time of a General Election," Mr. Ingram declared.

## Clear Indication

"The statements made on behalf of the Socialist party, and even on behalf of nationalized transport, indicate quite clearly that unless C-licence holders are restricted, nationalization of road haulage would not of itself be sufficient to bolster up the State monopoly."

"If trade and industry will face the facts squarely, they must surely realize that, unless they engage in active opposition to Socialist policy at the proper time, then not only do they subscribe to the risk of their being denied the competitive services of independent operators but with equal certainty they are advancing the day when their own transport facilities will inevitably be curtailed."

## B.R.S. Not Major Danger

Although British Road Services had the largest fleet of vehicles in the country, they were not the haulier's most dangerous competitor. They had reacted to the stimulus of competition and now formed an effective section of the road haulage industry. The industry had settled down to a method of working, nationally and locally, both in competition and in collaboration with B.R.S., which gave trade and industry the best choice of transport.

Mr. Ingram appealed for funds for the Association's advertising and publicity campaign. It would mainly inform the public and trade and industry of the advantages of using free-enterprise road haulage, and would be aimed at persuad-

ing public opinion against the nationalization of haulage.

If each member supported the campaign, it could be launched on a scale that would keep the Socialists out of power, or, if they did take office, they would not have the courage to renationalize haulage.

Mr. Ingram told me that £35,500, including £20,000 from headquarters funds, had so far been subscribed towards the publicity campaign. He was unable to give the number of subscribers, but it was hoped that the conference, and particularly the presence of the Minister of Transport, would awaken hauliers to the danger facing them.

When I asked him when the campaign would open he said the date depended on the General Election. He would prefer a short, intensive campaign.

## HOURS SUMMONSES AGAINST McVEIGH WITHDRAWN

SUMMONSES against McVeigh Transport, Ltd., Hull, alleging that they had allowed a man to drive too long without proper rest, were withdrawn at Hull, last week, after the driver had been found guilty of obtaining money by false pretences.

The magistrates were told that Ministry of Transport inspectors saw a McVeigh vehicle near Hull and later found that the driver claimed to have been in Manchester at the time. He had been given subsistence allowance by his employers for a night out when he stayed at home.

The driver was fined a total of £8 for fraud, not keeping proper records and not having enough rest. He was ordered to pay £2 2s. costs. The company were given an absolute discharge when they admitted failing to cause current records to be kept.

## PORTUGAL ORDERS BRITISH

A CONTRACT for 14 Super Hippo six-wheeled dumpers has been placed with Leyland Motors, Ltd., by Hydro Electrica De Cavado, Portugal.

The dumpers are based on 15-ft. 6-in. wheelbase chassis with O.680 oil engines, five-speed main gearboxes and under-drive auxiliary gearboxes. Each vehicle has a 15-18-ton towing jaw.

## Authority Hears of Rate-cutting

ALLEGATIONS of rate-cutting and the "hawking" of a redundant A licence were made at Glasgow on Tuesday when the executors of the late John MacBride, Greenock, applied to operate a 2½-ton vehicle on a new A licence.

Mr. John Smith, a Greenock petrol station and garage owner, told the Scottish Licensing Authority, Mr. W. F. Quin, that he had managed the business since August with a view to purchasing it if the licence were granted.

Questioned by Mr. A. MacKenzie for Mr. W. J. Murphy, Greenock, he agreed that the business was advertised for sale in a local paper in April. He was not aware that a number of people had been approached to buy but would not do so because there was no goodwill. He knew the vehicle had stood idle from January until August. Ninety per cent. of the present work was to and from a furniture saleroom in Greenock.

After evidence of the work done since August, Mr. Quin said he was satisfied there was a business to transfer and the objectors must prove their case. Mr. Smith must understand that, even if a licence were granted, there was no guarantee that a take-over would be approved if the customers were now different.

## Wanted Work Back

Mr. Murphy said that formerly he did practically all the saleroom work. Mr. MacBride's vehicle had visited the saleroom occasionally but since Mr. Smith had operated it a great deal of this work was being done. When he protested he was told he must cut his rates if he wanted the work back. One of his vehicles would have to be taken off the road if the obstruction continued.

Mr. McKenzie submitted that the saleroom owner had given evidence twice recently in support of other applicants and obviously wanted transport waiting. Mr. MacBride's business had been managed since August by a prospective purchaser after a price of £600 had been agreed when there was really no goodwill.

Granting the application Mr. Quin said evidence was thin but keen competition did not justify the refusal of a licence to carry on an existing business.

## VENTURE IN DISPUTE OVER BUS STATION

A DISPUTE over payment for excursion buses using Conssett bus station has arisen between the council and the Venture Transport Co. (Newcastle), Ltd. The council want to charge for all excursion vehicles, whilst Venture claim that some of the buses are incorporated with normal services, so their toll has already been paid.

Venture are among a group of companies in conflict with the council over rates for using the station. They have alleged that it is being run extravagantly, but the council have rejected a suggestion that the operators should run it themselves. An inquiry may be held.



## Newcomer Seeks Six Tippers On B Licence: Two Are Granted

**A**N ambitious application by F. and P. Taggart, Croy (Dunbartonshire), to enter haulage by the transfer of six tippers totalling 17½ tons from C to B licence, with conditions of "general goods within 25 miles of base," was heard by the Scottish Licensing Authority, Mr. W. F. Quin, at Glasgow on Tuesday. There were 10 objectors, including British Road Services, British Railways, Road Services (Forth), Ltd., and J. and A. Smith of Maddiston, Ltd.

Mr. A. McKenzie, for the applicants, said it was proposed to amend the conditions to read: "Road and building materials within 25 miles." The company had been general contractors for the past 12 years and the six vehicles concerned were on C licence.

George Wimpey's Scottish transport manager, Mr. G. W. Dent, said although they had more than 2,000 vehicles on C licence, only about 100 operated in Scotland. They had always depended on local hauliers for site work. Building projects and a new tarmacadam plant in the area turning out 40 tons an hour for road surfacing had increased their need for transport. The applicant would be more economical than other hauliers as he was already bringing in materials to sites and could be used to cart spoil away.

### Case Made Out

Mr. Quin ruled that on the evidence there was a case for the objectors to answer but for only two vehicles with a radius of 15 miles.

After evidence on behalf of Hugh Clellan and Sons; Robert Pollock, Ltd.; Alexander Dunn (Kilsyth Carrier), Ltd.; and Lawson Bros., that they had nearly 50 tippers on A and B licence and were prepared to supply Wimpey's needs, Mr. J. Law submitted that it had been amply proved that there was sufficient transport to meet the demand. Some of the objectors were nearer to the Wimpey sites at Bishop Briggs and Bear's Den than the applicants and were already taking in materials.

Mr. McKenzie said there was a distinction between Taggart and the ordinary newcomer. The vehicles had all been used by the supporting customers doing sub-contracting work and it was merely a change in operation because they no longer owned the materials carried.

Granting two vehicles, Mr. Quin said the licence would be restricted to the three companies supporting the application. The objectors would have carried more weight if schedules of availability had been produced.

The other four objectors consequently withdrew.

### PLEA FOR I.R.T.E. RECRUITS

**A**N appeal to members of the Institute of Road Transport Engineers for more recruits was made yesterday by their president, Mr. G. Mackenzie Junner, editor of *The Commercial Motor*. He said present membership totalled 2,272, and increased subscriptions early this year had not resulted in any large-scale falling-off.

## One-way Singles for Workmen's Service

**T**HE introduction of a single fare on a workmen's service would be dangerous to other operators, Mr. J. A. Dunkerley said at a Manchester hearing last Tuesday.

Blundell's Coaches (Southport), Ltd., were applying to add picking-up points at Scarisbrick, Bickerstaffe, the Rainford By-pass and Carr Mill (St. Helens) to their workmen's service between Southport and Risley. They also wanted to revise the timetables and introduce single fares.

Mr. W. Blundell said in evidence that there had been many requests for these picking-up points and passengers who were travelling only one way often had to buy return tickets.

Mr. Dunkerley, objecting for Lancashire United Transport, Ltd., and Gregsons Motors, Ltd., asked why no witnesses had been brought, and said that the objectors provided adequate services to Risley.

Mr. Blundell replied that many passengers still preferred to travel on single journeys with him and pay return fares. At the moment he was operating two single-deck buses a day.

Mr. T. Boardman, a L.U.T. traffic assistant, said there were no direct workmen's services from Carr Mill to Risley.

Mr. Dunkerley submitted that there was no supporting evidence to the application and there would be danger if the single fares were introduced. He pointed out that the Atomic Energy Plant at Risley employed about 5,000 people.

Mr. F. Williamson, chairman, said that if Mr. Blundell would submit a map giving the positions of the picking-up points, he would grant them all with the exception of that at Carr Mill.

The timetable must remain in abeyance until the points were decided. Single fares would be granted only on inward journeys to Risley and a condition would be added to the licence to prevent more than two single-deck buses or one double-decker being operated by Blundell's on any one day.

### BUSES TO BE WITHDRAWN

**B**ECAUSE a bus service between Cawsand (Cornwall) and Millbrook Ferry (Devon) has been losing about £500 a year, it is to be withdrawn next Monday. The operators are the Millbrook Steamboat and Trading Co., Ltd.

## Hauliers Are Warned: Weights Must Tally

**A**PPEARING for a haulier at Carlisle last week, Mr. T. H. Campbell Wardlaw declared: "I think there is not a vehicle operating in this country which is the same weight as stated on the application form." To this, Mr. J. A. T. Hanlon, Northern Licensing Authority, replied: "I shall revoke any that come to my knowledge!"

Mr. Wardlaw was representing Mr. W. Stubbs, Norfolk Road, Penrith, when he unsuccessfully applied for an A licence following the revocation of his special A licence. The Authority was told that the revocation was ordered because Mr. Stubbs was operating a 7½-ton vehicle, whereas his licence stipulated a 5½-tonner.

After obtaining the licence he had fitted a heavier body and heavier tyres to the vehicle, and the necessary amount had been paid to the taxation office.

Mr. Hanlon remarked that to increase the weight of a vehicle was nothing less than cheating, and operators must take the risk of having their licences revoked.

Mr. Wardlaw pointed out that any vehicle accumulated weight irrespective of what was done to it. When the British Transport Commission sold vehicles back to the public it was invariably found that they were heavier than described in the log books.

"Any vehicle put on the roads today and operated for three months would be heavier at the end of that time," he stated. "Practically every special A licence would be heavier than that specified on the application."

Refusing the application, Mr. Hanlon said it would be "monstrous" if the country were to be flooded with vehicles which became 2½ tons heavier overnight.

### R.H.A. REORGANIZE IN N.W.

**A**STORM in a teacup has been caused by the proposal to reorganize the North Western (Western) Area of the Road Haulage Association by centralizing administrative and licensing work in Liverpool. The public relations centre at Holywell is to be closed and Mr. Haydyn Roberts, who had a roving commission in North Wales, has been taken on the Liverpool office staff.

Some 400 members, in the Wrexham, Montgomeryshire, Conway Valley, Merionethshire, Anglesey and Caernarvon sub-areas, are affected by the change.

It is understood that Mr. Roberts will no longer attend the traffic courts while the North Western Licensing Authority is on circuit in North Wales.

### BIG CLEANSING ORDER

**W**HAT is believed to be the largest single order for cleansing vehicles has been placed with Glover, Webb and Liversidge, Ltd., by Wandsworth Borough Council. The company are to supply 20 Lodek 25-cu.-yd. barrier-loading semi-trailers and 15 20-cu.-yd. semi-trailers and, through E. J. Baker and Co. (Dorking) Ltd., 35 Scammell Scarab tractors with Perkins engines.



## Men in the News

MR. D. S. JACKLING has on medical advice resigned from the board of the Provincial Traction Co., Ltd.

DR. G. BOELLA, a senior international salesman for Fiat vehicles, has been made a director of Fiat (England), Ltd.

MR. GEORGE SHARP has been made manager of the Guildford commercial-vehicle and agricultural branch of the Haslemere Motor Co., Ltd.

MR. F. A. PERKINS, chairman and joint managing director of F. Perkins, Ltd., is engaged on a fact-finding and goodwill tour of Turkey, Greece, Italy, Malta and the Middle East. He is accompanied by MR. J. M. COLLINS, export sales manager. They are due back on October 23.

MR. R. W. JOLLEY has been appointed media officer for the British Transport Commission's road vehicle, rail and property offices, following reorganization of the Commission's commercial advertising service. MR. W. J. OLIVER becomes sales officer, with MR. F. J. FROST as promotion and research officer.

MR. JOHN C. DOOLY, manager of the road freight department of Coras Iompair Eireann, has retired owing to ill health. He had held the post since 1944.

MR. WILFRED LAMBERT WOODWARD, manager of Kennings, Ltd., Doncaster, has retired, and his successor is MR. HERBERT HUNTINGTON, who joined the group 30 years ago.

MR. C. F. HUEBNER, chief buyer for the British Oxygen Co., Ltd., has been elected president of the Purchasing Officers' Association. The new national chairman is MR. W. H. PARRY, chief purchasing agent for the Simplex Electric Co., Ltd.

MR. E. J. THOMAS, one-time managing director of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has been appointed chairman of the American Goodyear organization. He was formerly president, and this office is now filled by MR. RUSSELL DEYOUNG. MR. P. W. LITCHFIELD has been made honorary chairman, and MR. P. E. H. LEROY, chief financial officer, becomes vice-chairman.

## Critics of C-licensees Answered

ALTHOUGH the Traders' Road Transport Association are not politically prejudiced they have found that the present Government's transport policy follows their own views. This was stated last week by Mr. S. C. Bond, president, when he spoke at the annual dinner of the Association's West Midland Region, in Birmingham.

Mr. Bond said he had noted with some pleasure that the Labour Party seemed to have slightly modified their views on road transport. This was a welcome change which had become apparent at the Labour Party Conference in Scarborough.

The commonest criticism made about the C-licence operator was of empty return journeys, but it should be remembered that these operators were businessmen accustomed to counting the cost. If they found that operating their own vehicles was dearer than using hauliers they would certainly turn to these alternative facilities.

### "Change Regulations"

Mr. Bond also commented on the prospect of a European Common Market, saying it was essential that the Construction and Use Regulations should be reviewed against the background of international trade.

Mr. N. G. Lancaster, president of Birmingham Chamber of Commerce and a director of Joseph Lucas, Ltd., said that five years ago 75 per cent. of Lucas products were despatched by rail and the rest were catered for by their C-licence fleet. Now the C-licence vehicles were carrying 75 per cent. of the traffic, 20 per cent. went by contract vehicles, and only 5 per cent. had been retained by British Railways.

B12

He explained that the company had not been dissatisfied with the railways' service but their customers had demanded more precise delivery times to enable them to reduce stocks and save space. The change had also resulted in much less documentation.

Referring to the Socialist claim that a planned transport system would ensure maximum use of existing facilities, Mr. Lancaster said he did not consider this was important. The value of a system was measured by cost and service.

## Can a Subsidiary Haul These Goods?

THE question of whether a B-licence collection and delivery vehicle could legally carry goods to be hauled by an associated company was raised at Glasgow on Tuesday. Industrial Services (High Wycombe), Ltd., were applying to the Scottish Licensing Authority, Mr. W. F. Quinn, for a new B licence to cover two vehicles.

They wanted conditions of: "Collection and delivery of goods for carrying, or which have been carried, by own trunk vehicles within a radius of 25 miles of Chryston, near Glasgow."

Mr. A. McKenzie, for the applicants, said that following agreement with the road and rail negotiating committee they were now asking for only one vehicle, so a British Transport Commission objection had been withdrawn. The company were operating seven trunk vehicles between High Wycombe and Scotland, six of them on special A and one on A licence.

Five of the special-A vehicles were owned by a subsidiary company, Cook and Webb, Ltd. There were no vehicles licensed in Scotland, but there was one collection and delivery vehicle on B licence which operated in the Metropolitan area.

Mr. Quinn pointed out that it was extremely doubtful whether the conditions applied for would enable the applicants to collect and deliver goods which were carried by Cook and Webb's vehicles.

Mr. McKenzie agreed that the question of shareholding would have to be gone into and that, in any case, it would be safer to include the name Cook and Webb, Ltd., in the wording of the licence conditions.

The application was adjourned.

## Micrograms . . .

**Civic Tour:** The Lord Mayor and other members of Bradford Corporation toured the Shell oil refinery at Liverpool last week.

**N.Z. to Buy More:** Although New Zealand's import programme for 1959 is smaller even than that for the present year, more commercial vehicles will be purchased.

**New Catalogue:** The complete range of equipment and accessories stocked by James Robertson (Factors), Ltd., Glasgow, is described in a new 280-page edition of their catalogue.

**Nationalization Off:** Because of lack of funds, the Singapore Government will not take over the Singapore Traction Co., Ltd. Plans for the unification and eventual nationalization of transport have been abandoned.

**Dearer 12-seater:** The price of the new Karrier/Walker 12-seater bus has been increased by £24 owing to higher cost of labour and materials. List price of a petrol-engined version becomes £1,055, and that of the oil-engined model £1,170.

**Minister as Guest:** Principal guest at the annual dinner of the Institute of Welding will be Mr. Aubrey Jones, Minister of Supply. The dinner will be held on November 5, with the following two days devoted to the Institute's Autumn Conference.

**New Coach Base:** Les Gleave, Ltd., coach operators, have moved to Fourways Garage, Arclid, near Sandbach, Cheshire.

**Rhodesian Plant:** The British Motor Corporation have bought 100 acres of land near Salisbury, Southern Rhodesia, on which to establish an assembly plant.

**Lower Rate:** The rate paid to their tyre contractors by Sheffield Transport Department has been cut by about 1½ per cent. This represents an £880 yearly saving.

**New Pirelli Branches:** The Northern Ireland branch of Pirelli, Ltd., has been moved to 3-9 Thomas Street, Belfast. The South London branch also has new premises, at 50 Clapham Road, S.W.9.

**Visit to Brussels:** The Berkshire Section of the Motor Agent's Association visited the Brussels World Fair last week and were entertained during their stay by Shell-Mex and B.P., Ltd.

**Keeping Britain Tidy:** The National Benzole Co., Ltd., are to provide specially designed litter bins at their garages and filling stations in South West England starting next month. It is hoped to extend the scheme later.

**Scammell Trailer Brakes:** With the object of increasing brake shoe life, all 10- and 11-ton semi-trailers manufactured by Scammell Lorries, Ltd., are being fitted as standard with 15½-in. by 5-in. brakes.



## Strange Silence by "Tipping Brothers"

SUPPORTING a haulier's application for an extra B-licence tipper at Bristol, last week, Mr. Oliver Moore, transport manager of the Mendip Stone and Concrete Co., said that the previous day he had telephoned four operators for tippers but still had two or three loads outstanding.

Mr. S. W. Nelson, Western Licensing Authority, granted the application, by Mr. G. G. Simons, Radstock, Somerset, for a vehicle to carry quarry products within 100 miles and building plant and materials within 30 miles.

Mr. T. D. Corpe, for the applicant, said the tipper concerned had been on hire to Mendip Stone and would continue to be substantially used by the quarry as there was a shortage of tippers in the area. Only 5 per cent. of the haulage would be building plant and materials.

Making the grant, Mr. Nelson said it was a small application, but he was surprised that the "usual band of tipping brothers" had not objected.

### OBJECTORS WARNED

OBJECTORS appearing before Mr. Alex Robertson, Scottish Deputy Licensing Authority, will not be allowed to cross-examine applicants in future unless they have put in properly detailed objections. Mr. Robertson gave this warning last week after hearing that some objectors had failed to state whether they held A, B or C licences.

## One Vehicle Struck Off: Another is Suspended for Six Months

AN A-licence vehicle operated by Cameron and Gibbon, Glentone, Monymusk, was struck off, last week, by the Scottish Deputy Licensing Authority, Mr. Alex Robertson. He suspended another A-licence vehicle for six months after describing an application by the concern as "one of the worst cases to come before me for some considerable time."

Cameron and Gibbon had applied for the renewal of an A licence covering two vehicles based at Aberdeen and for permission to add five special-A vehicles to the licence, two in Glasgow and three at Birmingham. British Railways objected to the applications.

In evidence, Mr. Gibbon admitted doing long-distance work with a vehicle restricted to the counties of Aberdeen, Banff and Kincardine. He also agreed that he had changed the base of three Birmingham and two Glasgow special-A vehicles without permission, moving them all to Aberdeen.

Mr. Robertson said the concern had committed a variety of offences.

"It has been my unpleasant duty to take disciplinary action against a number of hauliers this year for irregularities committed," he declared. "In this case, the applicants lost a vehicle under A licence in June, 1953, because of their

### NEW TRANSPORT COMPANIES

**A. Church and Co., Ltd.** Cap. £100. Dirs.: Albert Church and Grace E. Church, 30 Grinstead Road, London, S.E.8. Sec.: Albert Church. Reg. office: Keystone Works, Egerton Drive, London, S.E.10.

**Lacey's (L.W.), Ltd.** Cap. £4,750. Dirs.: Thomas H. Lacey and Edward Lacey, Hazelwood, Manna Road, Bembridge, I.O.W., and Rex W. Burden, Vine Cottage, St. Helens, I.O.W. Sec.: Sarah Lacey. Reg. office: Hazelwood, Manna Road, Bembridge.

**Dorians Transport Co., Ltd.** Cap. £500. Dirs.: Albert Coles and Dorian J. Coles, 22 High Street, Pontypridd. Sec.: R. J. Mathias. Reg. office: 77 Taff Street, Pontypridd.

**Binley Haulage Co., Ltd.** Cap. £2,000. Dirs.: David J. Smith and Pauline J. Smith. Sec.: Thomas A. Herbert. Reg. office: 536 Binley Road, Coventry.

**Robb Bros. (Removers), Ltd.** Cap. £2,000. Dirs.: W. Robb, 155 Kestrel Road, Glasgow, W.3; J. K. Robb, 3 Victoria Park Drive South, Glasgow; R. Robb, C. S. Robb and R. Robb. Sec.: T. P. N. Brown. Reg. office: 77 Byron Street, Glasgow, W.1.

**Union Street Hauliers (Southern), Ltd.** Cap. £10,000. Dirs.: Arthur Wootton and Mrs. Minnie Wootton, 383 High Road, London, N.2, and Cecil G. Angel. Reg. office: 2 Union Street, London, S.E.1.

**Whitehall Transport Co. (Leeds), Ltd.** Cap. £3,000. Dirs.: Squire Naylor, 31 Crossgates Avenue, Leeds, 14, and George A. Naylor, 3 Parkstone Grove, Leeds, 16. Reg. office: National Employers House, Quebec Street, Leeds.

**A. Vardy and Sons (Transport), Ltd.** Cap. £20,000. Dirs.: Reginald Vardy and Mrs. Sarah Vardy, Stonegate, Houghton le Spring. Sec.: Sarah Vardy. Reg. office: Stonegate Garage, Stonegate, Houghton le Spring.

**Kenfig Motors, Ltd.** Cap. £1,000. Dirs.: Evan P. John and Mrs. Mary E. John, Waterhills Garage, Groft Goch, Kenfig Hill, near Bridgend. Sec.: Mary B. John. Reg. office: Waterhills Garage, Groft Goch, Kenfig Hill, near Bridgend.

**Rewbridge Transport, Ltd.** Cap. £10,000. Dirs.: Richard W. Rewbridge, Woodlands, 5 The Croft, Neath Abbey, Glam. Sec.: Evan J. Jenkins. Reg. office: Rockfield, Longford Road, Neath Abbey.

**R. M. Evans, Ltd.** Cap. £500. Dirs.: Richard M. Evans, 279 Church Road, Liverpool, 21, and Michael E. Sampson, 2 Churston Road, Liverpool. Sec.: Michael E. Sampson. Reg. office: 81 Dale Street, Liverpool, 2.

**P. Kirrane and Co., Ltd.** Cap. £100. Dirs.: Patrick Kirrane and Bridgid Kirrane, 154 Fairwell Road, Timperley, Altrincham, Ches. Sec.: Edward Donovan. Reg. office: 154 Fairwell Road, Timperley, Altrincham.

## Good Progress on the New Motorways

BRITAIN'S road programme was outlined by the Minister of Transport, Mr. Harold Watkinson, in London on Tuesday. He said four major projects were under way and a fifth—an improved road from London to South Wales—should be started in spring.

The schemes on which work was already proceeding included the New Great North Road, which would have dual-carriageways for 168 miles of its length, the London-Birmingham-Preston Motorway, of which the Preston By-pass would be opened on December 5, improved roads to the Channel ports and a Midlands to South Wales Motorway.

A focal point of three of these schemes was their junction near Birmingham. It was proposed to carry the connecting link on a viaduct above the railway through Smethwick and Oldbury.

In addition, many smaller but important traffic relief schemes were under way. They included the Staines By-pass, the Slough and Maidenhead By-pass and the Medway Motor Road. So far, 51 miles of trunk roads had been built, 194 miles were under construction and 856 miles were planned.

The progress of road schemes in the West Midlands and North West, which are costing £22m., was examined first-hand, last week, by Mr. Watkinson. First he inspected the Ross By-pass and the 20-mile Ross Motorway, which will be carrying much of the traffic between Birmingham and South Wales.

At Northwich he studied work on the new Northwich by-pass, before visiting the new Runcorn-Widnes Bridge, the Stretford-Eccles By-pass, including the new Barton Bridge, and the Preston and Lancaster by-passes.

### BUS COMPANY RATING APPEALS SUCCEED

TWO valuation appeals by the Trent Motor Traction Co., Ltd., were heard at Derby, last week, and in both cases a reduction was granted. They concerned the company's workshops and garage at Uttoxeter New Road, Derby.

In the first case a rateable value assessment of £655 contained in the old valuation list ending March, 1956, was reduced to £222. The original assessment conceded only partial industrial relief, whereas the new one gives complete industrial relief.

The second appeal concerned the new valuation list assessment dating from April 1, 1956. A net annual value figure of £2,500 was reduced to £2,350, and the rateable value assessment was reduced.

### TIGER CUB AXLE CHANGE

AN improved design of heavy-duty two-speed axle has been developed by Leyland Motors, Ltd., as optional equipment in the Tiger Cub range of light-weight underfloor-engined passenger chassis. It may be fitted in all models except those equipped with Pneumo-Cyclic transmissions. The new axle has Leyland-designed hubs, brakes and axle beam and an Eaton driving head.



## Objectors Demand More Evidence for A-licence "Janker" Outfits

**A**N A licence to cover four vehicles and four trailers, to be constructed on rail janker lines, was sought at Glasgow, last week, by McKelvie and Co., Ltd., Barrhead. They described a janker as being a normal platform vehicle linked to its trailer by a steel framework. There was a forward turntable and the total length could be extended to cater for lengthy and wide roads. McKelvie's stipulated that they did not intend to use the outfits as low-loaders, but to employ them on steel haulage.

### No Renewal: "Company Out of Business"

**A**FTER operating for 35 years, M. and J. Young (Carlisle), Ltd., were virtually put out of business when a renewal of their A licence was refused in July. This was stated last week by Mr. T. H. Campbell Wardlaw, for the company, when they sought an A licence for a vehicle to carry "road and building materials, steel, foodstuffs, agricultural produce and requisites in the Midlands, London, Liverpool, Manchester and Scotland."

Mr. Wardlaw said the renewal had been refused because of a change in the normal user. If the company had been fully conversant with the procedure, they would have applied for a substitute instead of a renewal at that time.

"Like many other haulage contractors, however, they were under the erroneous belief that as long as they were holders of an A licence they could carry goods anywhere in Britain," he added.

### "Little Work Done"

Mr. J. A. Young said in evidence that little work had been done since July because the decision had virtually put them out of business. Answering Mr. F. J. McHugh, for British Railways, he agreed that a number of hauliers was working for the company.

Refusing the application, Mr. J. A. T. Hanlon, Northern Licensing Authority, said Mr. Young was granted an A licence in 1948 and three years later he made the business over to his wife. While the 1947 Transport Act was in force they described their area as "Carlisle," although Mr. Young was hauling from Kilmarnock to the Midlands under a hiring arrangement.

Had their work been correctly described either they would have been nationalized, or someone would have been able to inquire into their activities. When they applied in 1956 they said nothing about a change of normal user, yet they could not have been entirely ignorant of the importance of the forms they filled in.

### OBITUARY

**W**E regret to announce the death of Mr. A. M. SAUNDERS.

Mr. Saunders, who was 48, had been executive assistant to the director and sales manager of Commer Cars, Ltd., Luton since February. Previously he had held several executive positions in the Rootes Group.

B14

This assurance resulted in the withdrawal of one of the objectors, Robert Wynn and Sons (Manchester), Ltd., but there was further opposition from the British Transport Commission; Alex Scott (Contractors), Ltd.; and Gavin Wilkie, Ltd.

Mr. James Law, for McKelvie's, said that earlier this year a change in taxation policy had resulted in the vehicles becoming classed as ordinary articulated outfits, so that their legal payload dropped from 20 to 12 tons. With the existing vehicles the result was a total fall of 48 tons in carrying capacity which they wanted to make up. A normal user of metal and metal products to any part of the country was sought.

### "Vehicle Shortage"

In evidence, Mr. James McKelvie, a director, said there was a shortage of this type of vehicle, although manufacturers of flexible sheet steel and similar products were becoming increasingly dependent on road transport. The company could not hope to give the same service with a reduction of 48 tons in aggregate carrying capacity.

Answering Mr. C. E. Jauncey, for the B.T.C., he said there was no question of the vehicles becoming low-loaders; they would do exactly the same work as had been undertaken in the past. Rail jankers could carry loads up to 52 ft. long, with a 10-ft. extension if necessary, and the maximum width was 13 ft. 7 in. He had not noticed any recession in the steel industry, but rather an increasing demand for haulage.

### Specialized Traffic

Mr. McKelvie pointed out that although they would have more vehicles their carrying capacity would not be increased as the traffic was highly specialized and speeds were controlled. By reason of their construction the vehicles could carry nothing other than heavy sheet metal products.

He told Mr. Jauncey that the company would be glad to limit the payloads of the new vehicles to 12 tons if this were requested. On the other vehicles special authorization could be obtained to carry heavier loads for customers who had to be satisfied.

The case was adjourned for three weeks after considerable evidence had been sought about loads carried by jankers and other vehicles. Mr. W. F. Quin, Scottish Licensing Authority, told the objectors to state precisely what information they required so that this could be given at the next hearing.

### MUNICIPAL OPPORTUNITIES

**Edin Vale** Corporation are to acquire a tipper. **Walford** Highways Committee wish to buy a Lewin sweeper.

**Southampton** Borough Council are to purchase a gully-emptier and a sweeper.

**Exeter** Transport Committee wish to buy five M.C.W. double-decker bodies.

**Reading** Education Committee seek to acquire five vans for the school meals service.

**Coventry** Transport Committee have authorized the purchase of a Commer 1½-ton van.

**Dorking and Horley** Corporation are to buy a refuse collector and a cesspool emptier.

**Leeds** Corporation are to buy a Thames Trader tipper from Brown and White (Leeds), Ltd.

**Heywood** Corporation are recommended to obtain a Thames 5-cwt. van from J. P. Hensmans, Ltd.

**Sheffield** Fire Brigade Committee wish to purchase a chassis for a water tender from Bentley Bros., Ltd.

**Bedford** Corporation are recommended to buy a refuse trailer from the Low Loading Trailer Co., Ltd.

**Oldham** Corporation are to buy an S.D. gully-cesspool emptier, and require tenders for two Bedford tippers.

**Liverpool** City Council are advised to obtain a Morris 1½-ton van from W. Watson and Co. (Liverpool), Ltd.

**Stoke Newington** Health Committee seek to obtain a Compressore and Compressoremore Palad'n refuse collector from Frank G. Gates, Ltd.

**Sheffield** Highways Committee are to order four Thames-Eagle gully-cesspool emptiers from Brook Shaw, Ltd. The markets committee are to order a Dennis Pax tractor and three semi-trailers from Sheffield, Ltd.

**Barrow in Furness** Transport Committee have received consent to borrow up to £27,750 to buy 10 double-decker bodies. The cleansing committee recommend that Pye Motors, Ltd., supply a Karrier refuse collector.

**Wandsworth** Borough Council are advised to obtain two Manuletric street orderlies. The purchase of seven Bedford-Compressoremore Palad'n refuse collectors from Kingston Hill Motor Works, Ltd., is also advised.

**Northampton** Transport Committee wish to buy six Daimler-Roe double-deckers. The Highways committee seek tenders for the supply of a Commer 15-cwt. pick-up, two Scammell refuse collectors, a Dennis gully-emptier, a Karrier Bantam tipper and a Bantam refuse collector. They also recommend that a Morris 5-cwt. van be obtained from the Derngate Motor Co., Ltd.

## Leyland-powered Tram for Blackpool

**A** DOUBLE-DECK tram operated by Blackpool Corporation has been fitted with a pre-war Leyland 8.6-litre oil engine. This drives a 30-year-old Mather and Platt 75 h.p. electric motor so that the tram can be employed as a Diesel-electric unit. The dynamo supplies current to two underfloor 35 h.p. electric motors.

The engine was taken from a Leyland Titan TD.5 double-decker which had covered 450,000 miles in the Corporation's service, and it is mounted on a sub-frame in the lower saloon of the tram, running at a governed speed of 1,350 r.p.m.

The tram can be operated from the normal overhead wiring system, but when the current is switched off it can run along the track under its own power. Acting as a combined engineering car and mobile power station the tram has a small workshop at each end of the top deck. The Leyland engine is stated to consume about 20 pints of fuel per hour when coasting and 30 pints running under full load.

### HIGHER FARES?

**A**N increase in fares or a reduction in services has been recommended by Mr. J. C. Wake, manager of the St. Helens undertaking. The number of passengers carried last year fell by more than 2½m. compared with the previous year.

Suggestions for reduced bus services are to be put forward by Oldham Transport Committee, following a deficit of £22,006 in 1957-58.



## Bigger Vehicle for "Fired Van" Haulier

A MIDDLESBROUGH haulier who had alleged at a previous hearing that in 1956 one of his removal vans had been maliciously set on fire by trade rivals had his application for another large vehicle granted by the Northern Licensing Authority at Stockton last week.

He was Mr. Douglas Henry Scrivens, Marton Road, Middlesbrough, who sought a B licence to carry furniture and household effects within 15 miles of Middlesbrough Town Hall.

Mr. Scrivens told the original hearing (*The Commercial Motor*, August 29) that because he was not insured for loss by fire he had to carry on his business with smaller vehicles. He now thought he had sufficient evidence of demand to justify a variation allowing him to operate a van of 2 tons 17 cwt. unladen.

For three of the four objectors, Mr. T. H. Campbell Wardlaw said competition would obviously be greatly intensified if the application succeeded. Mr. Scrivens had frankly admitted that he would compete with established removers and had, in fact, already taken trade away from them.

Mr. J. A. T. Hanlon said Mr. Scrivens had never ceased his removal work. He should be restored to the capacity and facilities he enjoyed in 1956.

### "CONGESTION CAUSING BUS DELAYS"—MR. DEAN

THE bus journey from Barnsley to Leeds now takes 50 minutes compared with 35 minutes before the war, Mr. N. H. Dean, general manager of the Yorkshire Traction Co., Ltd., told the Sheffield and District Section of the Institute of Transport last week. This, he said, was entirely due to traffic congestion.

"On half-day closing, the real problem of congestion seems to disappear. One must come to the conclusion that much of the trouble is caused by indiscriminate parking of cars."

Mr. Dean said he thought that car parks should be provided 5- or 10-minutes' journey from the town centre. In the town itself there should be parking meters so that people wanting to leave vehicles there could pay for the privilege.

### CORONER ADVISES "ARTIC" DRIVERS ON STOPPING

DRIVERS of long articulated vehicles should stop only at filling stations on their near side, Mr. K. T. Braine-Hartnell, Stafford Coroner, said last week. He had heard how a motorcyclist and his pillion rider were killed instantly when their machine collided with an articulated outfit at Brocton.

The vehicle was travelling towards Cannock and had pulled into an off-side filling station for fuel. Chief Insp. W. C. Amphlett said the driver was being prosecuted.

The coroner: "I am bound to declare that this accident would not have happened if the driver had refuelled at a filling station on his near side."

## "No Witnesses" Policy is Criticized

COMMERCIAL concerns who adopt a policy of refusing to send witnesses to court to give evidence in support of their transport needs were criticized last week by Mr. J. R. Lindsay, North Western Deputy Licensing Authority. He said they could not expect favoured treatment. Other people had to supply supporting evidence, and statements that certain companies would supply only letters were becoming tiresome.

O. J. Williams (Sarn), Ltd., Pwllheli, were applying to add "quarry materials to Liverpool with return loads of feeding stuffs" to the conditions of a B licence.

There were objections from the British Transport Commission and J. Williams (Red Garage), Portmadoc.

Mr. Prichard Jones, for the applicants, said they were required to carry a special granite dust for which the vehicle, a tipper, was specially lined, and was the only one available in the district. However, the only evidence in support was a letter from the quarry owners, Cawood Wharton and Co., Ltd.

Mr. G. H. P. Beames, for the B.T.C., submitted that the whole application hinged on the evidence for the outward traffic. Were it not for the granite dust there could be no justification for entering the extremely competitive feeding stuffs field.

The application was refused.

### TAKE-OVER APPLICANT TOLD: SEE SOLICITOR

A MAN who applied at Leeds, last week, for permission to take over a haulage business was advised by Maj. F. S. Eastwood, Yorkshire Licensing Authority, to get legal advice before proceeding with his application. Maj. Eastwood pointed out that there was no clause in the sale agreement to prevent the vendor from starting up in business again if he wished.

Mr. J. Thompson, Ferrand Avenue, Bierley, wanted to operate a B-licence vehicle formerly run by Mr. T. Grundy.

Adjourning the application for the production of business records, Maj. Eastwood remarked: "I am not sure that there was a business to take over, as you are paying a figure which does not even represent the value of the vehicle."

### BARTON JUBILEE DINNER

NEARLY 500 guests attended a golden jubilee dinner and dance given by Barton Transport, Ltd., among them Mr. C. R. Hodgson, newly appointed chairman of the East Midland Traffic Commissioners.

Barton's history began on October 1, 1908, when Mr. T. A. Barton, now chairman and managing director, drove the first bus from Long Eaton to Nottingham. In 1928 they used the first oil engine in a bus.

## Sold Business, But He Wants to Come Back

A REQUEST for the adjournment of an application by Mr. E. Jones, Llarnbedrog, for a new B licence was strongly opposed at Caernarvon last week by an objector, Mr. P. Williams. Mr. J. Edward Jones, for the applicant, told the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, that he had sent Mr. Jones and his witnesses away because neither the evidence nor the figures were adequate.

Mr. Edward Jones added that in a remote area, telephones and letters, having regard to the language difficulty, were not always satisfactory. He would ask for the application to be re-listed in order that the case could be properly prepared.

Mr. Prichard Jones, objecting, said the applicant was not as naive as was being made out. Mr. Jones had sold the haulage side of his business to Mr. Williams, and there was an agreement prohibiting Mr. Jones from obtaining a licence. This was the third time he had made an application to come back since—without appearing—and they had the continual expense of attending. The application should be refused.

Granting the adjournment, Mr. Lindsay said it could do the objector no harm. It was a bona fide application which he could not resist.

### SMALL HAULIERS FEAR COAL BY RAIL PLAN

HUNDREDS of lorry drivers and their vehicles in the Sheffield and South Yorkshire areas may become redundant through the agreement between the Central Electricity Authority and the British Transport Commission for the carriage of coal from pits to power stations by rail.

This was stated last week by a spokesman of the South Yorkshire Area of the Road Haulage Association, who said the situation was "extremely serious" and might mean that many small hauliers would go out of business.

"We are making a strong protest to the B.T.C. and the electricity authorities," he said. The hauliers had not been consulted about the scheme and they wanted their side of the matter to be heard.

### B.R.S. WITHDRAW OBJECTION TO BASE CHANGE

AN objection by British Road Services was withdrawn at Leeds, last week, after they had heard the evidence of Mr. F. E. Leighton, Fartown, Huddersfield, who wanted to change the base of a special A-licence vehicle and put it on public A licence.

Mr. P. Kenny, for the applicant, said that when the vehicle was acquired in 1955 Mr. Leighton lived at Settle and worked for a Huddersfield clearing house. Now he had bought a house in Huddersfield and, although this was 30 miles away from Settle, there would be no change of work through the new base.

Maj. F. S. Eastwood, Yorkshire Licensing Authority, granted the application.



## Cookhill Transport Have Vehicle Suspended Until Next March

ONE of the four B-licensed vehicles operated by the Cookhill Transport Co., Ltd., Erdington, Birmingham, was suspended for four months by the West Midland Licensing Authority, Mr. W. P. James, last week. His inquiry followed convictions against the company for operating outside the conditions of the licence. On November 20, 1957, they had admitted 10 charges in respect of coal haulage, and last June they admitted eight similar offences.

Mr. B. Withers, managing director, told Mr. James that the November court case followed the carriage of deep-mined coal for a customer who normally had open-cast coal. The reason for the lapse was that the wrong vehicle had been allocated to do the work.

In the second case he sent out a lorry believing it was going to carry open-cast coal, but deep-mined coal was loaded instead. The coal had been hauled from a stocking ground which was away from the colliery, and now he did not send vehicles there unless he was certain that open-cast coal was to be carried in them.

Mr. James said the drivers' records showed that the vehicles had made many coal journeys outside their 20-mile radius. Cautioned by an enforcement officer, Mr. Withers had said: "It worried me for some time. I knew they were working outside the radius." When he found out that the wrong coal was being carried, 14 journeys had already been made.

### Authority's Comment

Mr. James added: "I would have thought you would have done something to put yourself in order after the November court hearing, but in June this year you were convicted of the same offence."

At last week's hearing, Cookhill's applied to take over two B-licence vehicles operated by G. Rowberry and Sons, Ltd. Mr. James granted this, but ordered a suspension of one of the other vehicles for four months, stating: "I cannot attach the same importance to your statement of excuse as you would like me to. When an operator is convicted twice within a year for failing to comply with the terms of his licence it raises considerable doubt as to whether he should hold a licence at all."

"I hope that you will understand that if you do this again it may mean the revocation of your licence."

### T.R.T.A. MEMBERS WARNED ON RECORDS

MEMBERS of the Eastern Area of the Traders' Road Transport Association have been warned of "greatly increased activity" by Ministry of Transport examiners in respect of drivers' hours and records. The Association have told operators that in many cases records are not being kept correctly, and often the wrong type of record is being used.

Mr. R. E. G. Brown, London Divisional Secretary of the T.R.T.A., visited the Eastern Area yesterday to speak on the subject.

B16

## Reading Investigates Bus Operation

A SIX-MAN team has been appointed by Reading Transport Committee to examine the affairs and administration of the town's transport undertaking. They will submit a report and recommendations to the full committee.

Explaining the plan to the town council, Cllr. David Stoddart, transport committee chairman, said they last appointed a sub-committee in 1951, and since then undertakings all over the country had been going through difficult times. There had been falling traffic and falling revenue and they wanted to see if their present administration was the right sort to deal with the changed circumstances.

Supporting the action, Cllr. J. S. Woodrow said something would have to be done to remedy the present "unhappy situation." Monthly returns showed that their losses were continuing at a fairly rapid rate, and he hoped the sub-committee would examine the possibility of reverting to oil-engined vehicles. Many other undertakings were finding them an advantage over trolleybuses.

Cllr. B. Belcher pointed out that air pollution was rising in cities using oil-engined vehicles. Research had proved that there was more harm from these fumes than from cigarette smoking.

Cllr. Stoddart said it was decided last year as a matter of policy to keep trolleybuses at least until 1969-70.

## "Excursions Would Stop Churchgoing"

A LEIGH coach company were told at Manchester, last week, that no case had been made out when they applied for new picking-up points. John Monks and Son, Ltd., wanted to introduce two new points at Croft and Fearnhead on excursions and tours.

For the applicants, Mr. J. A. Dunkerley said there had been requests from the teachers' training college near Fearnhead for the new points to be used by students, mainly on Sundays. At present the originating point of Monks' excursions was at Newchurch, and this was quite a distance from the college. The service buses did not run very frequently on Sundays.

Mr. A. Winstanley, an assistant manager, said Monks' had done quite a lot of private work for the college in the past, particularly Sunday trips.

## Sympathy for Haulier in C-hire Trouble

ADVISING a haulier to make a fresh application for a B licence, Mr. Alex Robertson, Scottish Deputy Licensing Authority, said last week: "I might be tender-hearted and give you a short-term licence for one vehicle."

Mr. Robertson explained that he had a certain amount of sympathy with the applicant, Mr. George A. Cook, Park Crescent, Portsoy, who had committed a C-hiring offence. Normally he would pay no regard to the requirements of customers served by illegal methods because wrong-doing had to be penalized. However, in this case he might look favourably on a future application.

Mr. Cook wanted to carry timber on two lorries to Durham and Southern Scotland and agricultural produce to Edinburgh and Glasgow. This work, he said, had previously been done under a C-hire arrangement, but he now needed a B licence.

There were objections by the British Transport Commission and two private hauliers.

### STRONG SUPPORT FOR NEW EXCURSIONS

APPLYING for new excursion and tour licences at Barrow-in-Furness, Mr. Colin Atkinson, Millom, was supported by Millom Urban District Council, Millom Chamber of Trade, an operatic society, local dancers and the manager of a Barrow theatre.

For the applicant, Mr. H. B. Grayson said he wanted to run a Sunday afternoon excursion from Millom to Barrow to enable residents to visit hospitals in the Furness area. He also planned an evening excursion direct from Millom to Barrow.

Objectors were Cumberland Motor Services, Ltd.; Ribbles Motor Services, Ltd.; and the British Transport Commission. The Northern Traffic Commissioners adjourned the case for three months to find out whether existing facilities were adequate.

Mr. A. E. Whitehead, objecting for F. Sykes and Sons, Ltd.; Shaws Coach Tours; Shadwells Coach Tours; and Naylor's Motor Services, said he did not think the tours should be run from the college as they would influence young people and stop them going to church.

Mr. I. Southern, a resident in the area, said there were often difficulties with the service buses. He produced the names of many residents who desired the extra picking-up points.

Mr. Dunkerley submitted that he had produced concrete evidence. There were no service buses on Sunday mornings and Croft was completely cut off. Religion had nothing to do with the subject.

The Chairman, Mr. F. Williamson, refused the application on the ground that no case had been made out.





**2,000 feet up** With 7 tons of wet sand on board, the Austin 7 tonner rounds one of the perilous hairpin bends on the way to the tunnels. Driver Big Jock Wilson says: "It's an exceptionally good machine this Austin. Every other kind of truck is on this job and there's none can beat her on the hills. With a full load she goes up easy in low second."

## Loch-Light comes to Scotland

—and Austin horse-power  
helps to bring it

**P**OWER ENOUGH to keep a town the size of Aberdeen going—that will be the daily output of electricity from the Breadalbane Project (part of the vast Scottish hydro-electric scheme), now nearing completion.



**Conference on a mountain-side** Soon Mr. Knights will have another Austin 7 tonner on the road. Mr. Carlisle (right) of Carlaw (Cars) Ltd., Glasgow, will supply it. So Big Jock Wilson takes him over the route and points out the rougher parts of his tough journey.

That power will come from thousands of tons of water; water collected from the mountain streams of Perthshire and channelled through an elaborate system of tunnels to Glen Lyon. Here, at the threshold of the Highlands, a mighty dam is almost finished. Here the pipelined tunnels converge after cutting through mountain and rock for up to 9 miles. And here the waters are already held in check... a great man-made loch now stretches miles back between gaunt mountain slopes.

**The rocky road to Glen Lyon** To reach construction sites, 22 miles of road had to be cut over the mountains between Glen Dochart and Glen Lyon. With alarming hairpin bends, the single



**The great dam grows** Spanning Glen Lyon, the white bulk of the Lubbreoch dam rises to the sky. Empty now, the Austin 7 ton tipper speeds back for its second daily load of sand.

track zig-zags perilously up the bare hillside. Overall gradient on this road is 1 in 5. Steepest drags are 1 in 3.

Twice a day, 5½ days a week, an Austin 7 tonner climbs this steep, rocky road, carrying wet sand. The sand is collected at Doune, over 50 miles from the site. Over 2,000 tons of it have been delivered so far. And, clocking up a daily average of 225 miles, over 35,000 miles have been covered by this one lorry on this job alone.

**"Aye, I will that."** Of its performance, owner Walter Knights, haulage contractor of Fintry, Stirlingshire, says: "I bought the Austin in May 1957 from Mr. Carlisle of Carlaw (Cars) Ltd., Glasgow. Since then it has given me no trouble, but for one or two footery wee things. I'm getting 15 miles to the gallon out of it the now and I'm very well satisfied with it." Asked if he would buy another Austin, Mr. Knights was emphatic. "Aye, I will that," he said.

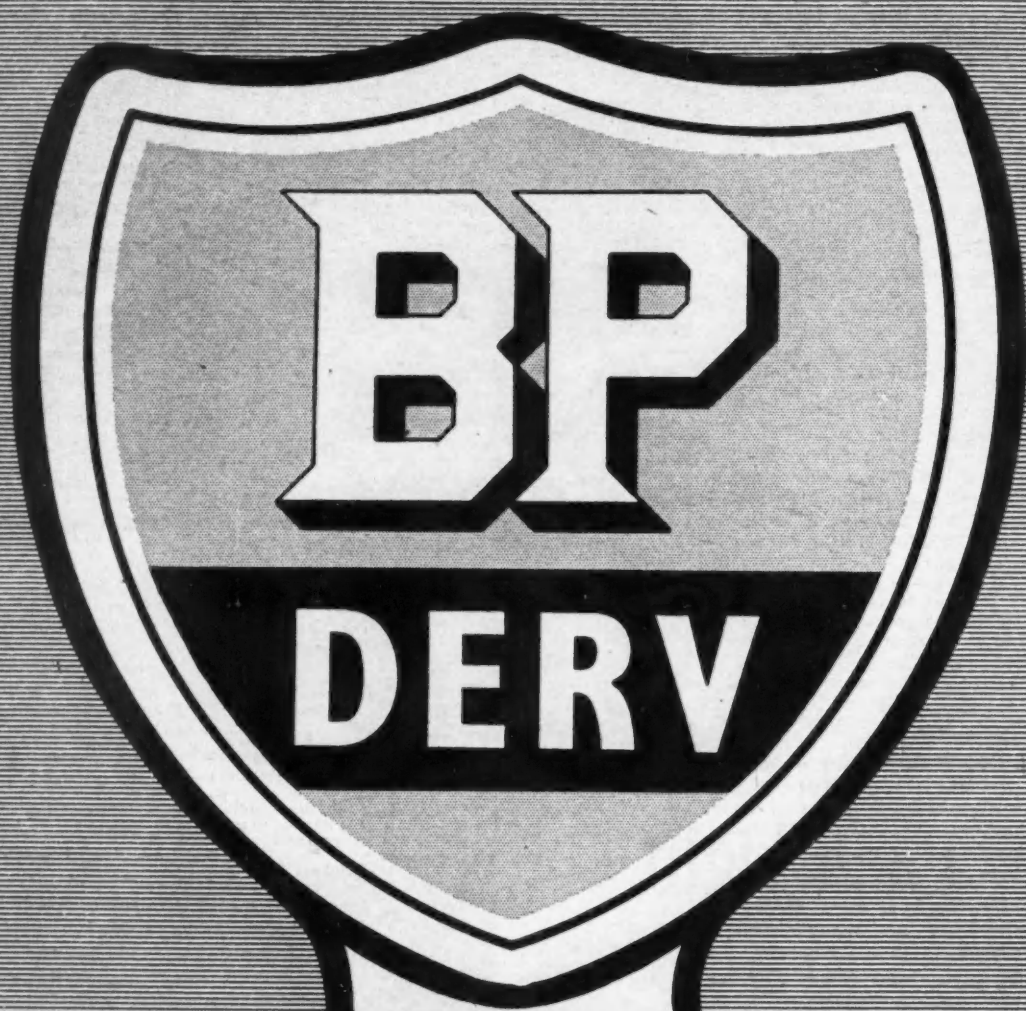
Free personal benefits for your drivers. Ask us for details.

INVEST IN AN **AUSTIN**



THE AUSTIN MOTOR CO. LTD · LONGBRIDGE BIRMINGHAM





## AT THE PUMP

AT THE PUMP that carries this sign your drivers will be able to fill-up with the finest quality Derv in Britain. And if they always carry a Shell and BP Derv Agency Card with them, they can get Derv on credit or for cash on Agency terms at over 1,900 sites in Great Britain.



*This is the sign  
they should look for*



## New Ferry Vessel Has Maiden Voyage

THE latest addition to the fleet operated by the Transport Ferry Service, the 2,600-ton m.v. Ionic Ferry, made its maiden voyage from Preston to Larne last Friday. The new vessel is a sister ship of the m.v. Bardic Ferry, which was brought into service in September, 1957, and is to be transferred to the Tilbury-Antwerp service.

Both these ships were specially designed for the "drive-on, drive-off" transport of commercial vehicles, containers and cars. Up to 90 vehicles can be carried on a deck area of about 16,000 sq. ft. Accommodation is provided for 17 first-class and 36 second-class passengers and drivers accompanying their lorries.

Features of the two newer vessels of the seven-ship fleet include the provision of Denny-Brown stabilizers, stern loading doors, and a service speed of 14 knots.

The Transport Ferry Service last year carried some 40,000 vehicles and containers, with 260,000 tons of cargo, on the Northern Ireland route. There are daily sailings (except Sundays) in each direction from Preston to Larne, and a weekly service between Preston and Belfast. On the Tilbury-Antwerp route, there are three sailings weekly in each direction.

### MOTORWAY PLAN APPROVED BUT NO STARTING DATE

PROPOSALS for a new motorway running from Bristol, through Somerset, to the Devon boundary have been retained in the Somerset Development Plan, which has now received Ministerial approval, but no starting date for the project is indicated.

The Minister of Housing has assured farmers that the new road will involve "no early disturbance to agriculture." The plan was first put forward by Somerset County Council in a development scheme five years ago.

## "Stop"—"Go" Orders for New Bus Stations

PROPOSALS for new bus stations at Solihull and Worthing have been shelved for the time being. Solihull Corporation planned to build one opposite the railway station so that buses could be re-routed to form a road-rail link. The project has now been deferred until the town's central area redevelopment scheme begins.

At Worthing, a new station was to be built in Market Street, but the Minister of Housing feels that the idea must be worked out in greater detail before approval can be given.

Guildford Estates Committee have agreed that the third and final stage of their bus station, designed to give many improved facilities, should commence "at the earliest possible date."

It is expected that a new bus station will shortly be provided at Knutsford, Cheshire, following a successful quotation for the work by a building company.

Crosville Motor Services, Ltd., have received approval from Crewe Corporation for a new station in the town which will include a garage and canteen facilities.

### £70,500 BUS ADVERTISING

BLACKPOOL is to have advertising on its double-deck trams and buses. The Corporation have accepted an offer of £70,500 for the facilities to cover the next five years.

## Tribunal Ruling On Contract Work

WHEN public A licences are substituted for contract-A licences, one of the things the Licensing Authority should ascertain is whether the former contract customers will continue to give their work to the haulier. This was stated last week by Mr. Hubert Hull, chairman, giving a

## Nationalization Plan Amazes Lord Mills

THE attitude of the Socialists over road transport is "astonishing," according to Lord Mills, Minister of Power. He told the Conservative Party Conference at Blackpool, last week, that the Socialists intended to throw the industry into the political melting pot if they were returned to power.

He believed they did not intend to stop there, because the door would be left wide open for restrictions on C-licence holders. The Conservatives were up against an astonishing and doctrinaire approach, for it was wrong to take over industries which were competitive and upon which our exports depended.

Earlier, Mr. Norman Wigg, a Lowestoft haulier, had pleaded for some action to stop free-enterprise operators having to subsidize the British Transport Commission.

Private hauliers were being subjected to unfair competition from the State undertaking, he declared. For instance, in East Anglia B.R.S. had cut their rates by as much as 30 per cent., and the money they were losing was to some measure money provided by free-enterprise.

"We appeal, therefore, to the Minister of Transport to look at this situation and see if something can be done," he said. "There are only 60,000 road transport contractors in the country, but they are all very concerned, and we look to the Conservatives to help us in this matter."

decision of the Transport Tribunal in an appeal heard in London.

"It is essential that an applicant should, in some way or another, make it clear to the Licensing Authority that he has no intention of taking on some other of his customers' contract-A custom," said Mr. Hull. "We hope Licensing Authorities will see that is carried out in future."

Mr. Hull made these remarks when the Tribunal rejected an appeal by Mr. Basil Henry King, Kempton, Beds, who contested a decision by the Eastern Licensing Authority. Mr. King had been granted one B-licence vehicle, but claimed that he needed two to cope with all the work he had on hand.

Announcing the decision, Mr. Hull said Mr. King had two A-licence vehicles granted last May to supplement his five-vehicle special-A fleet. The question now was whether those two vehicles had relieved him of pressure and, looking at the traffic carried by the seven vehicles, the Tribunal were satisfied that they were not fully occupied. Earnings figures showed this to be true.

For the applicant, Mr. M. D. Van Oss had claimed that the fleet was overworked to such an extent that proper maintenance could not be carried out. Mr. King had surrendered five contract-A vehicles and a lot of other work was coming in which he could not handle.



A Morris pantechon supplied by Wadham Bros., Ltd., to Solent Furniture Products, Ltd. The 2,000-cu.-ft. body, built by Longwell Green Coachworks, Ltd., Bristol, is 24 ft. 4 in. long and 12 ft. 6 in. high, featuring a one-piece translucent plastics roof. The chassis has a Baico extension of 4 ft. 2 in.





*Bournemouth Corporation use this Austin Omnicoach for elderly and physically handicapped people. To make entry and exit easier, Lee Motor Works (Bournemouth), Ltd., Wimborne Road, Bournemouth, raised the roof by 1 ft., extending the rear doors, and provided a folding rear step.*

## Protection from Express Services Sought by Excursion Operators

**D**ESPITE objections from excursion operators, five big northern companies were last week granted a new picking-up point at Irlam (Lancs) on their express services from Manchester to Blackpool, Keswick, Morecambe, Kendal, Glasgow and Edinburgh. They were Lancashire United Transport, Ltd.; North Western Road Car Co., Ltd.; Ribble Motor Services, Ltd.; Western S.M.T. Co., Ltd.; and Scottish Omnibuses, Ltd.

For the applicants, Mr. F. D. Walker called 18 witnesses who supported the idea of a picking-up point at the Britannia Inn, Irlams o' th' Height. Mr. Walker pointed out that they would be saved a long walk and the stop would be convenient for everyone, particularly old people and mothers with young children.

Mr. H. Backhouse, objecting for J. W. Fieldsend, Ltd., and Martins Coaches, Ltd., asked several witnesses why they did not use the two companies' excursions. He was told that express coaches were quicker, and booked seats did not have to be taken up in bad weather.

### Withdrawal Offer

At this point, Mr. Backhouse offered to withdraw the objections if the applicants would agree not to pick up at the inn at 11 a.m., which would give the excursion operators some protection.

Mr. G. Dawes, a Ribble traffic assistant, said this was an impossible suggestion and, in any case, there was a principle at stake. He did not see why companies running frequent express services every day regardless of weather conditions should have to give way to people operating spasmodic excursions.

Mr. Backhouse replied that it was sometimes necessary for excursion operators to be protected because express services were becoming highly competitive and menacing. The excursion

operators had to rely on the Traffic Commissioners for protection because there was nothing they could do about it themselves.

In evidence, Mr. W. Hackett, for both objectors, claimed that if the application were granted the companies might lose a considerable amount of traffic.

Mr. Walker submitted that Irlam was an expanding centre of population and a substantial number of people wanted this picking-up point, which was why the application had been made.

Mr. F. Williamson, chairman of the North Western Traffic Commissioners, said it would be against the public interest to refuse the application.

## Hauliers Deny Buccaneer Methods

**S**TRONG objections were put forward by two private hauliers when Isaac Swires and Sons, Ltd., Yeadon, Leeds, sought a renewal of their five-vehicle A licence last week. After hearing the evidence and legal arguments based on the Knight appeal, Maj. F. S. Eastwood, Yorkshire Licensing Authority, reserved his decision and said it would be announced in writing.

In evidence, Mr. M. H. Whaley said that in June, 1957, he acquired control of the business, which consisted of two garages and the haulage work. At that time all the five vehicles were tippers, but three were unserviceable. The main work was sand and gravel haulage.

Cross-examined by Mr. A. Goss, for the objectors, Mr. Whaley admitted that when he bought the business he embarked on a campaign to get all the haulage work he could find. His transport manager

## Redundant A Licence Transfer Refused

**S**UGGESTIONS that a lapsed A licence was being "hawked" and that prospective purchasers were liable to be misled were made at Caernarvon, last week, when Mr. D. H. Rowlands, Amlwch, Anglesey, applied to take over a one-vehicle A licence from Mr. G. G. Williams, Gaerwen.

Questioned by the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, as to why he had made no reply to many requests for two years' figures and letters from customers, Mr. Rowlands said Mr. Williams had told him that he had been round his customers on a previous occasion and they would not be prepared to commit themselves as they felt they would not be free to trade as they pleased.

He wanted the A-licence vehicle to help out in his own business which operated two caterpillar loaders on contract-A licence. The agreement was concluded six months ago and he paid £100 for goodwill and £80 for the vehicle.

Mr. J. Edward Jones, for two objectors, submitted that there was no business to sell and no customers. The applicant was simply buying a licence. He had no intention of carrying on Mr. Williams' business which had been non-existent for two years, and he had not bothered to find out whether any work was being done.

The licence had been put up for sale previously and inquiries should be instituted so that would-be purchasers would not be misled.

Mr. Lindsay said the applicant had been continually asked for information since May without result. This back-door way of getting a licence could not be countenanced.

had been given a free hand to build up the business because the vehicles were under A licence to carry anything anywhere. Some of them had now been changed to "flats" in substitutions.

Mr. H. Croft, one of the objectors, told Maj. Eastwood that he had 15 platform vehicles and two trailers on special A licence which were based half a mile from Swires' depot. He had known the Swires business for more than 30 years and was invited to buy it in 1955. It was not until June, 1957, that Swires began carrying wool and general goods. He could do with more work himself, as the haulage industry was not enjoying a period of prosperity.

Mr. Goss submitted that Swires had broken their normal user and had done so without excuse. It was a sand and gravel business which justified only one vehicle, yet they had entered the general haulage field in a buccaneering fashion.

Mr. J. Evans, for Swires, replied that the objections were misconceived and unjustified. The vehicles were operated under A licence, so they could carry anything.

### PROFIT AND LOSS

Llanudno and Colwyn Bay Electric Railway Co., Ltd., £69 net loss, plus £103 loss on sale of assets.  
Lake and Elliott, Ltd., £154,146 net profit after £201,926 tax. Year's dividends 10 5/6 per cent.  
Swirling Motor Bodies, Ltd., £108,997 profit before £77,715 tax. Year's dividends 15 per cent.



## "Rats!" the Witness Told Maj. Eastwood

IT quite put the Licensing Authority off his lunch to hear a witness at Leeds, last week. The man was a rat-catcher and he went into considerable detail to show why he was supporting an application by B. Booth, Ltd., East Morton, Keighley, for one vehicle on A licence.

Rat-catcher Mr. R. H. Deacon explained that he had been in business for 30 years, but the railways had closed their doors to him. Live rats on our nice trains? they said. Not likely! So the only alternative was a lorry (preferably an open one because of the smell all rat-catchers have to put up with).

To do the job properly, he had to take along a gun (for big rats), a ferret (for ordinary rats), a dog (for rats that got away), and some cages (for female rats). Each cage held 100 rats, but although he was "a great supporter of the railways" he had failed to soften the British Transport Commission's heart over these ladies.

"Gruesome evidence," remarked Maj. F. S. Eastwood. "I don't feel inclined to have a large lunch!" Nevertheless, he was not to be intimidated by the rat-catcher, and he decided to adjourn the case—for further witnesses. Perhaps the rat-catcher has friends in the trade. . . .

## L.T.E. COUNTRY SERVICE CUTS BEGIN

SOME changes in London Transport's country bus services came into operation on Wednesday, and others will become effective on October 29. Altogether, 12 little-used services will be withdrawn, although in some cases other routes will be extended to alleviate hardship. Another 13 services will be withdrawn on Sundays.

To secure further economies, several routes are being converted to one-man operation or reduced in frequency, especially at week-ends.

In a statement, London Transport said the alterations were necessary because of a heavy fall in traffic. There had been a substantial increase in private transport which left insufficient demand for bus services, although alternative facilities were available in some cases.

## BRITISH CUMMINS TO EXTEND RANGE

ARRANGEMENTS have been made to expand the range of British-built oil engines manufactured by the Cummins Engine Co., Ltd., said Mr. Irwin Miller, chairman of the American parent company, before his return to the United States last week.

The present range extends from 150 to 335 b.h.p., but the latest agreement will bring the British products ultimately into line with their American counterparts. In the United States, engines are offered throughout the range of 60 to 600 b.h.p.

In view of recent import relaxations, the increased scope will allow British manufacturers to offer wider choices of power units and better after-sales service.

## Busmen Press for a Decision on Wages

UNION leaders of 100,000 employees of private bus companies asked the Industrial Disputes Tribunal, last Friday, for a decision on their claim for a 10s. 6d. a week wage increase. This follows the rejection by the Transport and General Workers' Union of a 5s. offer by the employers, combined with a concession to skilled night workers.

Mr. Arthur Townsend, national bus officer of the T.G.W.U., told the chairman of the Tribunal, Lord Terrington, that wage rates had risen in other industries since the busmen last had an increase. There was also a large differential between provincial and London rates for bus workers.

The British Transport Commission, he said, owned 37 of the 72 private companies involved in the claim, and there was no reason why the Commission should not extend its pension schemes to the so-called private company busmen.

## HAULIER MUST OPERATE 7 MILES FROM HOME

A SCOTTISH livestock haulier undertook at Aberdeen, last week, not to base his vehicle in his home town, but to operate from a point seven miles away. He was Mr. Alfred Tennant Morrison, Land Street, Keith, who applied to the Scottish Licensing Authority to take over a B licence held by Mr. George Burnside, Mulben.

Mr. Morrison said he had been running the vehicle since last February on cattle haulage. Two local farmers gave evidence, both claiming that they would be inconvenienced if the application were refused.

Objectors were Burgess Transport (Keith), Ltd., who withdrew when Mr. Morrison agreed to work from Mulben and not to keep his vehicle at Keith. The application was then granted.

## B.R. Not Fast Enough—Merchants

ALLEGATIONS that British Railways were unable to provide a service under four days between Halifax and Witney, Oxon, were made at Leeds, last week, when Oliver and Sons, Greetland, Halifax, sought a B licence to carry machine parts to Witney and Stroud.

They were opposed by British Railways and British Road Services, but the applicants claimed that B.R.S. took nearly as long as the railways—they wanted to carry full loads so small consignments had to wait.

For Oliver's, Mr. Butterfield said the service envisaged was a desirable one which would be far better than existing facilities. The company were wool merchants and at present operated the vehicle on C licence, involving a lot of empty running. The application was designed to enable them to carry pieces of wool and urgent orders for textile machinery parts to deal with breakdowns in mills. Previously they had done this work free as an "act of kindness."

## John Bull Embark on New Trading Policy

A NEW trading policy has been announced by the John Bull Rubber Co., Ltd. Garages will now be able to obtain the company's whole range of tyres from the same distributors and motor trade factors who handle other makes.

A number of district stock depots has been closed because new depots in London, Bristol, Leeds and Glasgow are to be opened shortly. Each will be a self-contained unit carrying a complete range of tyres and accessories.

A separate tyre division has now been set up under the control of two John Bull directors, Mr. Trevor Laker and Mr. Gordon Barrett. Sales manager is Mr. Bryn Lewis, formerly national sales manager of Tyresoles, Ltd., and his deputy is Mr. C. R. Mitchell, Mr. Laker's personal assistant for the past two years.

Mr. A. L. Oran controls the export business and Mr. D. R. Burrows has taken charge of advertising and publicity matters.

Early next year a completely redesigned and extended range of John Bull giant tyres will be listed in sizes up to and including 10-in. sections and in various ply ratings.

## CASH COMPENSATION?

CEYLONese bus operators who had their businesses taken away through nationalization last January will be paid compensation in cash if the Government agrees to a suggestion by the Minister of Nationalized Services and Road Transport. The original idea was to compensate them with Government bonds, but foreign creditors have been pressing the former operators for hire-purchase agreements to be settled.

Compensation, to be fixed by a special tribunal, will cost the Ceylon Government about £1,857,000.

The loads would be small, and full consignments of their own materials would be returned to Halifax. Two journeys were made each week.

For B.R.S. it was stated that they had foreign-based vehicles reporting at Halifax for backloads, whilst vehicles from Oxford and Birmingham would be prepared to carry the small consignments mentioned to avoid empty running.

Mr. T. B. Atkinson, for the British Transport Commission, was invited by Maj. F. S. Eastwood, Yorkshire Licensing Authority, to rebut the evidence that the railways took four days to do the work. Mr. Atkinson said he had to agree with the witness, but the application was still an undesirable one which would take the bread and butter away from existing operators.

Maj. Eastwood said need had been proved for a restricted licence, probably allowing only machinery to be carried. He would announce his decision on the case later.



## Stillage Loading for Cars

**CLAIMED** to be an original method of carrying complete cars to the docks, a stillage system has been introduced by Morton's (Coventry), Ltd., Binley Road, Coventry, which enables six sports cars, destined for export, to be loaded on to a standard 10-12-ton articulated trailer having a platform length of 27 ft. On a specialized car transporter of the same nominal capacity it would normally be impossible to carry more than five similar vehicles. To the manufacturer the system has the particular merit that the service can easily be

Stillage loading in the ship's hold and delivery by stillage from the destination port to the agent's premises would then afford complete and uninterrupted protection to the cars from the factory line to depot or showroom.

The car stillages are constructed of welded tubular sections, the two side sections being identical. These comprise an open rectangular frame with a vertical member in the centre and diagonal members between the outer ends of the upper longitudinal and the lower end of the centre post. Two end-frames of angle

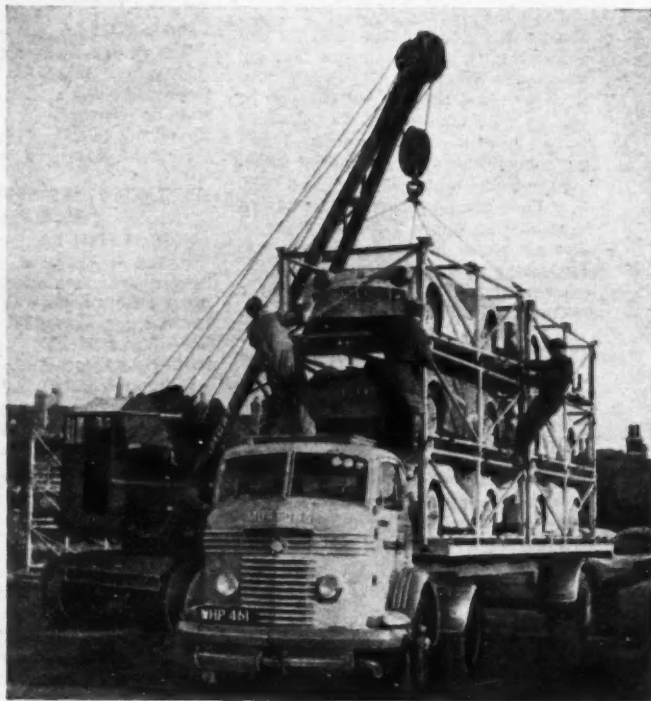
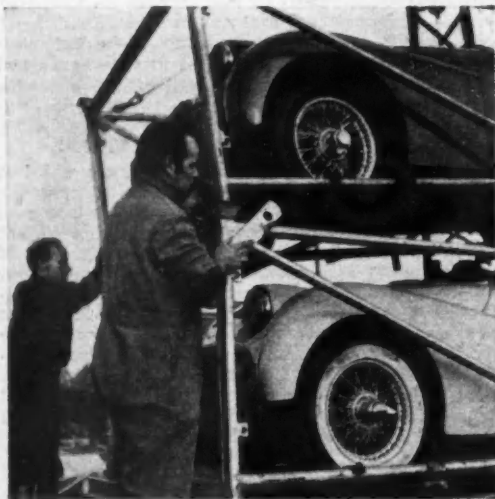
### *Novel Method Makes Good Use of Vehicle Space and Permits Flexibility*

to enable endless slings to be used. Side-ways movement of the wheels is prevented by two curved runners attached to the frame by tubular supports.

A modified form of stillage will shortly be built having a hinged end section and equipped with channel-section guides for the car wheels. These features will materially reduce the time required to mount the car in the stillage, which is normally performed by one man. The

*The Hands semi-trailer of this Commer was crane-loaded with six Triumph sports cars in about 16 min. Lashing occupied almost the same time.*

*(Below) Securing the load may be done by two men. This method of carrying cars has many advantages which outweigh the time factor involved.*



expanded in an emergency by the use of platform lorries.

Although a conventional car transporter offers an advantage with regard to loading and unloading times, the operators are confident that extension of the stillage method could provide outstanding benefits to manufacturers, shipping companies and overseas agents. Triumph TR3 sports cars are now conveyed by road from the works of the Standard Motor Co., Ltd., to Coundon Wharf in Coventry, where they are transferred to special collapsible stillages designed to accommodate them with the least waste space. The stillages are loaded on to the trailer by a crane, owned by the vehicle operators, and the cars are removed from the stillages at the docks.

If the cars were loaded into the stillages at the end of the production line, they could be safely stacked five high in any available storage space, which in some cases would avoid the use of a dumping ground remote from the works.

sections are bolted to fish plates on the main vertical members.

Four coupling-mounted cross tubes are employed to support the wheels of the car and to brace the structure on the lower side. The couplings are slidably mounted on the lower longitudinal tubes and then locked by a bolt. This enables the car to be located in the stillage in either direction after the cross supports have been adjusted to the appropriate wheel position; upwards displacement is prevented by canvas straps. Cross bracing at the top of the stillage is provided by a similar type of tubular member mounted in couplings.

Pallet feet are welded to the six uprights of the structure to support the legs of the stillage stacked above it. Provision is made for lifting the stillage by means of hooks, endless slings and fork truck. Brace members welded diagonally across the upper corners of the side frames are drilled to receive a hook, and S-type hooks can be fitted to the members

prototype of a saloon-car stillage has been built and tested.

Dimensions of an open stillage include a length of 13 ft. 2 in., an approximate width of 5 ft. 6 in. and a height of 3 ft. 4 in. The docks service is being operated by a Hands semi-trailer with Scammell coupling which is loaded with six stillages stacked three high to a total height above ground level of 14 ft. 6 in. The prime mover is a Commer tractor.

A stillage can be dismantled by one man in about 20 min. by removing the coupling and fish-plate bolts and withdrawing the cross tubes. It weighs 5 cwt., and when closed occupies a space of 13 ft. 2 in. by 3 ft. 2 in. by 1 ft.

A representative of *The Commercial Motor* who watched operations at Coundon Wharf confirms that crane-loading of the stillages can easily be completed in about 16 min. Lashing down occupies about 15 min., but this will be reduced when a special type of cable-and-turn-buckle equipment is employed.



## "Anti-freeze Better Than Draining"—L. J. Cotton

**Because of the Possibility of Failing Completely to Drain a Radiator, and the Build-up of Salt Deposits, Nightly Emptying in Winter is Better Avoided**

**A**N outstanding case for the use of anti-freeze solutions in winter, rather than draining the cooling system nightly, was made out yesterday by Mr. L. J. Cotton, technical manager, cars and commercial vehicles, Unilever, Ltd.

He was opening the 1958-59 lecture session of the Institute of Road Transport Engineers in London. Speaking on "Summer and Winter Protection Against Corrosion in Engine Water-cooling Systems," he pointed to the dangers of using tap- or rain-water without the addition of anti-freeze solution or inhibitors.

Problems which could arise from nightly draining included the difficulty of completely emptying the system when taps became partially blocked, or where bad design or the fitting of a heater caused pockets of water to remain in the system.

Moreover, unless the water used for refilling was soft, a continuous deposit of hard salts occurred. This altered the heat-transfer rate from the metals of the engine and blocked the water passages, to cause overheating and adversely affect performance. Rain or surface water supplies could also vary. For example, in some areas rain-water could have an acid content, which would cause corrosion in the cooling system whilst in other areas surface water contained chloride, which could also corrode metal.

### Waste of Time

Regular draining exposed the internal cooling surfaces of the engine to air and thus allowed oxidation to take place. Without anti-freeze, the radiator could still freeze when driving into a high wind with an air frost. Time was also wasted in draining and refilling the engine, which could otherwise be used for additional operation of the vehicle, whilst the provision of heated garages or an external steam heating system was extremely expensive.

Even though some of these problems could be overcome by adding a separate inhibitor to the cooling liquid, a suitable anti-freeze solution had greater advantages.

To be completely effective, the solution should have a viscosity no greater than that of water; should be suitable for mixing with any other anti-freeze compound and be safe in solution with tap-water. Primarily it should give complete protection against freezing of the coolant and allow a vehicle to be driven away immediately the engine was started under any condition, whilst making no reduction in the heat-transfer rate.

Its anti-corrosion properties were of great importance, as it should cause no

deterioration in hoses made of rubber or synthetic materials, and not corrode metals. It should also withstand leakage of exhaust gases into the coolant and be suitable for use in all types of car, commercial and industrial engine.

Other desirable properties were that it should be non-inflammable and non-volatile, and have a distinguishable colour. The perfect anti-freeze solution was, however, not yet available.

Two types of anti-freeze compound were commonly used. One had a high boiling point and contained methanol. This was sold in America. It was cheap and had a low viscosity, but these advantages were outweighed by a high rate of evaporation and the possibility of the production of toxic fumes, coupled to an added fire risk.

Solutions with high boiling points which were widely used in Britain normally contained ethylene-glycol, propylene-glycol and glycerol, these being grouped chemically as polyols. All anti-freeze solutions containing these chemicals shared a high flash-point and an evaporation point above that of the engine coolant.

### Increased Viscosity

Glycol and glycerol had a tendency to seep through small apertures and thus might increase coolant leakages. Moreover, all this group of compounds increased the viscosity of the coolant, thus reducing the heat-transfer rate, and could cause overheating before radiator boiling became apparent.

As the three compounds of the solutions with high boiling points could be broken down chemically into organic acids, which caused rapid corrosion of the metallic parts of the engine and electro-chemical corrosion of dissimilar metallic parts, inhibitors were added to the solutions to make them more innocuous than water.

These inhibitors generally took three forms. Phosphates or soluble oils could be used to form a protective film over metal parts of the cooling system.

Another approach was to add alkaline chemicals, such as borax, to the liquid, thus neutralizing any acidity which might arise. To eliminate the problem at source chemical combining agents were used to prevent decomposition of the anti-freeze liquid.

The most suitable inhibitor for any type of engine depended on the metals employed in the construction of the unit and on the kind of operation. Engines working at continuous full load were more prone to breakdown of the anti-freeze solution and subsequent damage than were lightly stressed units.

To obtain the greatest benefits from

anti-freeze and inhibitors, the engine manufacturer's recommendation should be sought as to the most suitable preparation to use. Drivers and maintenance staff alike should have impressed upon them the use of anti-freeze as a means for preventive maintenance.

It was particularly important that the cooling system should be thoroughly cleaned before the introduction of either anti-freeze solution or inhibitors. All hose connections and similar points where leakage could occur should also be checked. Cylinder-head nuts should be pulled down to their correct torque rating to eliminate the possibility of leakage of exhaust gases into the coolant: thus causing its rapid deterioration.

If too little anti-freeze were used, ice crystals might form, producing a mush which could cause blockages in the system. On the other hand, too much glycol anti-freeze would raise the viscosity of the coolant and might precipitate serious overheating.

### Altering Properties

The maximum concentration of an ethylene-glycol-based anti-freeze used in this country would not exceed 35 per cent. of the volume, giving protection against 42° of frost. Up to 50 per cent. might be used overseas to cater for 69° of frost. The maximum permissible concentration was 55 per cent., as any further increase would alter the chemical properties of the coolant and actually could give reduced protection against freezing.

Anti-freeze should be added to the system at the end of the summer and removed in the spring. By this time, the inhibitors in the solution would probably be depleted.

It was a pity to offset the advantages gained in the winter with inhibited anti-freeze by using plain tap-water during the summer. The use of a proprietary inhibitor with tap-water would continue to keep the engine clean, particularly in districts where the mains water was notoriously "hard," and deposits would, consequently, form rapidly.

Where chemical laboratory facilities were available, checks of the anti-freeze solution for any trace of chemical breakdown, or the existence of "suspended solids" in the coolant would provide valuable guidance to the condition of the mixture. Mr. Cotton foresaw the day when maintenance staff would have simplified equipment for making such checks.

An interesting point discussed was that as leakage of exhaust gases into the cooling system produced a rapid chemical breakdown of the anti-freeze solution, it was possible, by coolant analysis, to discover cylinder-head gasket failure some time before symptoms became apparent in operation.

If vehicle manufacturers dispatched new vehicles with either inhibited water or anti-freeze solution in the cooling systems, and if such compounds were used throughout the life of the vehicles, defects such as blocked radiators would, in all probability, become a thing of the past.



**W**ITHOUT implying that the latest Leyland Atlantean double-decker design is the complete answer to every bus operator's prayers, I would suggest that it is perhaps the nearest approach to the ideal configuration so far offered on the British market. Its layout offers many benefits over more conventional vehicles—all at no chassis-price disadvantage—and it should do much to arrest the decline in income at present being felt by the majority of undertakings.

The appeal of the Atlantean is widespread: passengers will appreciate the easy loading, low engine noise and smooth ride; drivers will find it less tiring to handle in all respects; conductors will have reduced responsibilities; maintenance men will welcome the high degree of engine accessibility; and general managers should find that passenger-mile costs are lower.

These are my conclusions after making the first road test of this new design, the test vehicle being the Alexander-bodied 78-seat high-bridge bus exhibited the previous week at the Commercial Motor Show. This bus was built to the order of Glasgow Corporation Transport, with whom it is now in service as No. LA1, and the full-load testing was made with the equivalent of 82 passengers, driver and conductor.

On standard tyres, the Atlantean chassis is rated by the makers at a gross vehicle weight of 13 tons 15 cwt., but



## ATLANTEAN CHANGES THE

the Glasgow bus was tested at about half a ton more than this. Some of this excess was probably in the construction of the body, this being the first Atlantean body to be produced by Alexander's. It should be possible to cut the body weight to less than the 3 tons 4 cwt. of the test vehicle by judicious paring, and so bring the gross running weight, even with standing passengers, to under 14 tons. Low-bridge bodies built onto this chassis will be at least 5 cwt. lighter, and because of the reduced passenger capacity, should operate at up to half a ton less than the weight of the test bus.

On test, the Atlantean was shown to have acceleration at least as good as that of a normal 27-ft. double-decker running some 3 tons lighter, whilst the braking power was more than sufficient for a high-capacity passenger vehicle. The vehicle had covered less than 1,100 miles before the

test, despite which quite reasonable fuel-consumption figures were returned under a variety of operating conditions. These gave good economy in terms of passenger-m.p.g.

The Atlantean chassis was fully described and illustrated in the September 5 issue of *The Commercial Motor*. It has many interesting features, including the use of a load-carrying chassis frame which allows a wide variety of body types to be mounted on it without the need for highly stressing the body components. It will be recalled that the original Atlantean design was fully integral, thus it was restricted in the type of bodywork suitable.

The rear engine layout has several advantages, not the least of these being that a wide, low-step entrance platform can be incorporated ahead of the front wheels and in full view of the driver. This platform is 4 ft. 8 in. wide. The rear engine also means that there is less noise in the body—

### *First Road Test of New Leyland Atlantean Reveals Good Overall Performance, High Standard of Passenger Comfort, Ease of Driving and Excellent Engine Accessibility*

*The appearance of the Atlantean from the rear is "definitely different" but it should not take long to get accustomed to the unusual rear outline. The separate engine cowl gives first-rate engine accessibility and there is no loss in seating capacity, whilst the rear engine layout makes possible the use of a wide, low-height entrance ahead of the front wheels.*



B24



(Above) heavy operation throat

The Atlantean vehicles when get Pneumo-Cycl conditions and a standstill, w

B  
John  
Mo  
A.M.I.

being  
shift  
25 f  
effici  
from  
have  
T



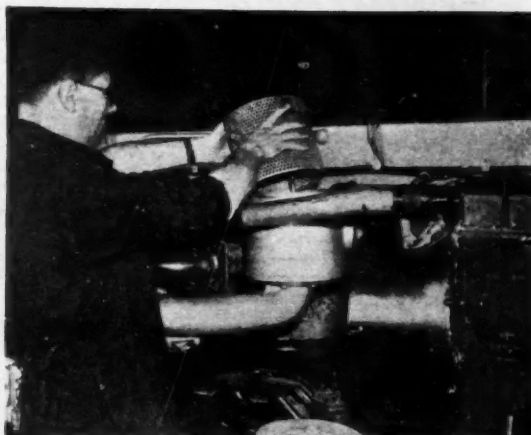
the engine compartment being separate from the lower saloon—and accessibility and removal are much easier than is possible with forward-engined buses.

The low frame height has been achieved without the use of independent suspension at either axle, thereby simplifying the design, and this low height makes it possible to mount bodies with an overall height of 13 ft. 4 in. unladen with a side gangway only at the last three rows of seats on the upper deck. The test bus had an overall unladen height of 14 ft. 4½ in. The chassis would be eminently suitable for high-speed double-deck coaches also, whilst it should be relatively easy to produce a long-wheelbase version for 35-ft. single-deck bodies for export.

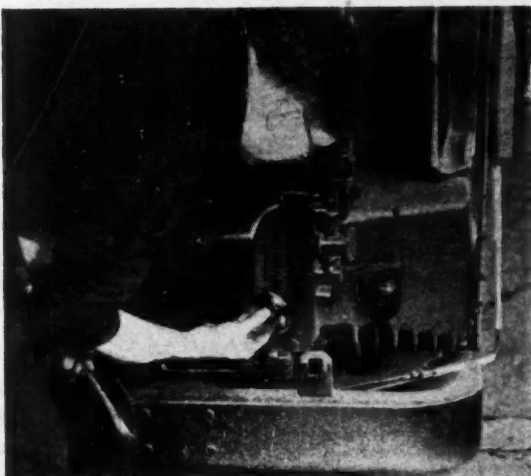
The dry weight of the test bus was 8 tons 16 cwt. according to the weight figure on the side of the vehicle, and with full tanks and various items of test equipment aboard the kerb weight was 9 tons ½ cwt. Iron weights totalling 5 tons ½ cwt. had been placed in the body, so that there was the equivalent of approximately 44 passengers in the upper saloon, this being the seating capacity upstairs.

Braking tests were attempted on the Southport road at Tarleton, but only one full-pressure stop was made, this

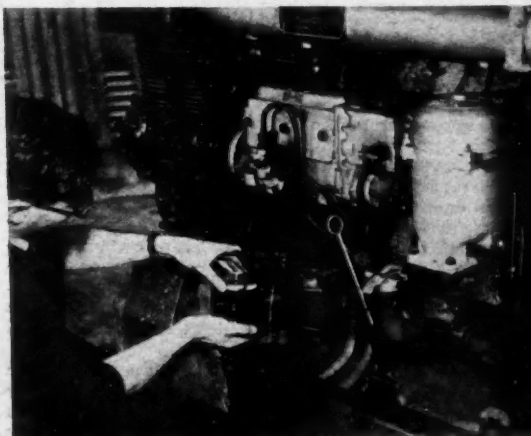
(Left) Because of the excellent forward visibility, which extends over a wide arc and gives good upward vision also, the Atlantean is no trouble to handle in city traffic. Manœuvrability is further assisted by the simplicity of the gear change, the powerful brakes and the light steering.



(Above) An accessory innovation on the Leyland O.600 engine which powers the Atlantean is a paper-element air filter. This is mounted alongside the engine where it is easy to reach for element cleaning and replacement. The element was removed in 24 seconds and replaced in 24½ seconds.



(Above) The filler-and-level plugs in the main gearbox and bevel box are both well placed for level checks and topping up. The same spanner fits both plugs. (Below) There are two paper-element main fuel filters, grouped side by side and well placed for instant access.



n25

## THE PICTURE



(Above) The Atlantean has good acceleration, which enables it to pull clear of other vehicles when getting away from the traffic lights. The electro-pneumatically operated Pneumo-Cyclic gearbox allows fast and smooth gear changing under full conditions and the centrifugal clutch provides a smooth take-up of drive at a standstill, with maximum transmission efficiency at normal speeds.

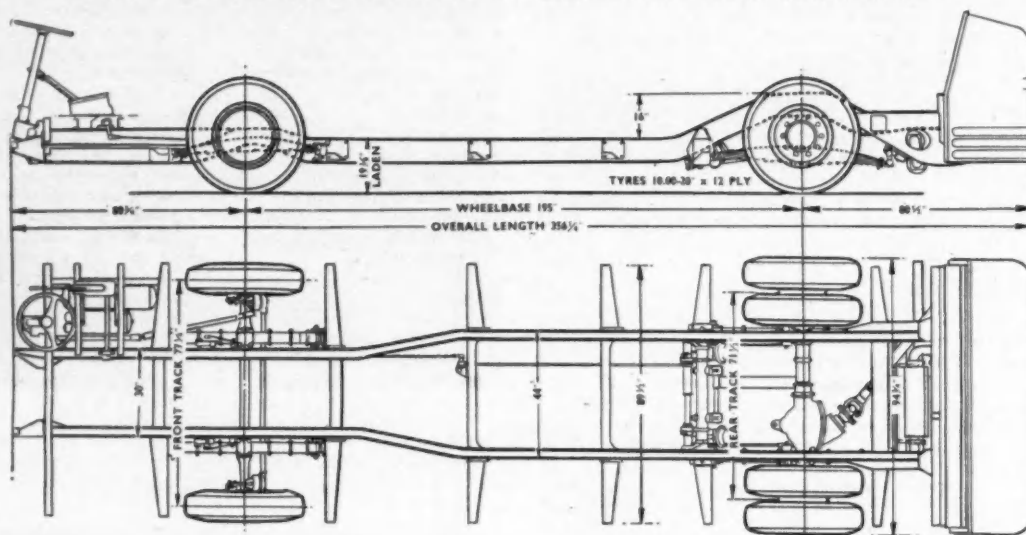
being from 20 m.p.h. and resulting in the loose weights shifting in a dangerous manner. The stopping distance of 25 ft. was sufficient to prove that the brakes are highly efficient however, and had it been possible to make a stop from 30 m.p.h. a figure of no more than about 56 ft. should have been obtained.

The one stop that was made revealed the retardation to

B  
John  
Mo  
A.M.I.E.



## ROAD TEST No. 642/M101—LEYLAND ATLANTIAN 78-SEAT DOUBLE-DECK BUS



MODEL: Leyland Atlantean PDR1.1 16-ft. 3-in. wheelbase rear-engined double-decker bus chassis with Alexander 78-seat high-bridge body.

## WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	9	0	2
Payload ..	5	0	1
Driver, observer, etc. ..	5	5	0
	14	5	3

## DISTRIBUTION:

Front axle ..	5	6	0
Rear axle ..	8	19	3

ENGINE: Leyland O.600 six-cylindrical direct-injection oil engine; bore 121.9 mm. (4.8 in.); stroke 139.7 mm. (5.5 in.); piston-swept volume 9.8 litres (597 cu. in.); maximum net output 125 b.h.p. at 1,800 r.p.m.; R.A.C. rating 48.5 h.p.; maximum net torque 410 lb.-ft. at 900 r.p.m.

TRANSMISSION: Through 16.25-in.-diameter single-dry-plate centrifugal clutch to Pneumo-Cyclic four-speed semi-automatic epicyclic gearbox and 48° bevel box, thence by one-piece propeller shaft to the fully floating spiral-bevel rear axle.

GEAR RATIOS: 4.28, 2.43, 1.59 and 1 to 1 forward; reverse 5.97 to 1; overall final drive ratio 5.334 to 1.

BRAKES: Bendix-Westinghouse air-pressure system with Leyland leading-and-trailing-shoe units at all wheels. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, 15.5 in.; width of facings, front, 5 in., rear, 8 in.; total frictional area 702 sq. in., that is 49.2 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section with three tubular cross-members, four channel-section cross-members, body-mounting outriggers and engine sub-frame bolted in position.

STEERING: Marles cam and double roller.

## FUEL-CONSUMPTION ANALYSIS

Payload * (passengers)	Gross weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
82	14.2875	Non-stop	11.0	28.9	157	4.537
82	14.2875	Two stops per mile	8.3	22.9	119	2.725
82	14.2875	Six stops per mile	6.47	16.0	92	1.472
42	11.9	Non-stop	11.95	28.9	142	4.104
42	11.9	Two stops per mile	8.75	23.0	104	2.392
42	11.9	Six stops per mile	6.95	16.3	83	1.353
Nil	9.275	Non-stop	12.1	29.4	112	3.293

\* Numbers of passengers based on rate of 16 per ton; numbers quoted are additional to driver and conductor.



FIRING ORDER 1-5-3-6-2-4  
COMPRESSION RATIO 15.75 : 1  
VALVE CLEARANCE 0.020"

SUSPENSION: Semi-elliptic springs, with lever-type dampers at front axle and anti-roll stabilizer at rear axle.

ELECTRICAL: 24v. compensated-voltage-control system with 174 amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 38 gal.

ACCELERATION: Through gears, 0-20 m.p.h., 13 sec.; 0-30 m.p.h., 27.2 sec.; direct drive, 10-20 m.p.h., 17 sec.; 10-30 m.p.h., 37.6 sec.

BRAKING: From 20 m.p.h., 25 ft. (17.3 ft. per sec. per sec.). No figures taken from 30 m.p.h. because of unsecured test weights.

WEIGHT RATIO: 0.438 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 5.5 ft. of front panel at ground level on centre line.

TURNING CIRCLES: 58 ft. both locks; swept circles; 66 ft. both locks.

MAKERS: Leyland Motors, Ltd., Leyland, Lancs. Bodywork by Walter Alexander and Co. (Coachbuilders) Ltd., Falkirk, Scotland.

be quite smooth, despite the fact that all the test weights moved, and there were no signs of grabbing. Because of the sudden transference of load the rear wheels locked for a short distance, and heavy marks on the road indicated that the front wheels were just on the point of locking also.

When driving normally I found the brakes to be entirely proportional to pedal effort and completely safe under all conditions. For steady retardation only light pedal pressure is required, which makes driving more pleasant in heavy traffic. A stop was made on the hand brake from 20 m.p.h. and this produced a Tapley meter reading of 21 per cent., which is good for a fully laden 78-seater.

A 5.9-mile circuit of the Southport road was used for the seven fuel-consumption tests, the road being almost entirely level and thus tending to compensate for the mechanical stiffness of the chassis. During most of the tests there was a strong

cross-wind which would further tend to offset the absence of gradients along the course.

The first three fuel tests were made with the full test load aboard, the tests consisting of one running non-stop, one making two stops of 15 seconds each per mile, and one making six stops per mile. A fuel-test tank was used for maximum accuracy and the average speeds quoted for the stopping runs do not include the times spent at each stop, being based on the time that the wheels were turning. Normal acceleration and braking were used at each stop, and the bus was not coasted at any time. The engine was kept idling at each stop.

These three tests were later repeated with 2 tons 7 1/2 cwt. of the test load removed, the remaining weights being equivalent to 42 passengers. With this part load it was possible to start from rest in second gear, as would be the practice of drivers in service, and, as with the full load, the maximum speed attained



between stops when making six per mile rarely exceeded 25 m.p.h.

The final fuel test was conducted with all the test weights removed, and this run was made non-stop. As the consumption analysis shows, the figures obtained were between 2 and 3 m.p.g. heavier than those to be expected from a 27-ft. bus carrying about 20 passengers fewer. This gives a worthwhile advantage in terms of passengers per m.p.g.; furthermore, these extra passengers can be carried without additional wages for driver and conductor. This asset is invaluable for efficient peak-period operation.

The fully laden tests were made in an ambient temperature of 60° F., and at the end of the six-stops-per-mile test the engine oil and water temperatures were taken, these being 157° F. and 154° F. respectively. These temperatures are a little lower than might be desired for maximum efficiency and economy, but they do show that the Atlantean has ample cooling capacity for high-density operation in hot weather. At the end of this test there were no obvious indications of brake fade.

For the gradient ability test I drove the bus through the centre of Preston and out to Kittlingborne Hill, where the maximum gradient is 1 in 6½. Facing up the slope, the bus was stopped and held quite easily on the hand brake. A bottom-gear restart was then made, a slight amount of initial roughness at the centrifugal clutch being noticed. Facing down the hill, the bus was again stopped and held satisfactorily on the hand brake. A restart in reverse was then made and this time the transmission was entirely smooth in take-up, reverse gear being lower than first and therefore requiring less torque through the clutch.

During the run through Preston I found the Atlantean almost child's play to handle. The forward visibility is outstanding, it being possible to see to within 5 ft. 6 in. of the front of the bus at ground level, and the finger-tip gear-change lever makes it simple to engage the most suitable gear for traffic conditions and so keep journey time down to a minimum.

Following the hill performance tests, I took the bus on to the Lytham road for acceleration tests. For the standing-start times the Atlantean was started off in bottom gear and the average figures obtained are first rate for a vehicle running at over 14½ tons gross weight, particularly in view of the high wind resistance given by the large, flat frontal area of the vehicle. Smooth gear changing was noted, despite the continuous use of full throttle, and better times would hardly have resulted even had the fully automatic version of the Pneumo-Cyclic gearbox been fitted, this being optional.

Despite the fact that the centrifugal clutch does not engage fully in top gear until a road speed of about 14 m.p.h. has been reached, good direct-drive times were obtained also, the acceleration between 10 and 15 m.p.h. and 15 and 20 m.p.h. being almost constant, with a slight fall-off between 20 m.p.h. and 30 m.p.h. The maximum speeds in each gear were: first, 9 m.p.h.; second, 18 m.p.h.; third, 29 m.p.h.; and top, 45 m.p.h.

### Impression of Floating

The Atlantean handled well at all times during the two days of testing and irrespective of the loading or road surface. The driver almost gets the impression of "floating" along because little engine noise penetrates that far forward. This absence of engine noise does much to relieve driving fatigue and it does not affect gear changing because no finesse is required to operate the semi-automatic gearbox. In any case, the speedometer gives sufficient indication as to gear-changing speeds, and the gear-switch box incorporates a sliding gate to make it impossible to change down from top to second or first without engaging third.

The steering is well balanced, being comfortably firm at speeds up to 45 m.p.h. with a helpful degree of castor action to be of assistance when cornering. Bends can be taken at high speed without excessive roll being noticeable in either saloon, and there is a wide roll safety margin, the tilt test having been taken to 29° 55'.

When manoeuvring at fairly low speed the steering is by no means heavy; indeed, many forward-engined 27-footers have much heavier steering. It should not take drivers long to get used to the size of the front overhang, this being about the same as that of a front-entrance single-decker. The deep windcreens are of great assistance in judging the front sweep when turning in confined spaces. The two-spoke steering wheel is pleasant to use and there are 5½ turns from lock to lock.

The suspension attains a high standard whether laden or

empty. From the rear seats in the upper saloon it is possible to see a certain amount of fore-and-aft pitching, but this is accentuated by the length of the bus and is not felt as much as it is seen. In the lower saloon the ride is as good as can be possible with steel springs and air suspension could not give much better riding characteristics. Supplementary air springs are offered for the front axle for trial service, however, principally to ensure a constant-loading platform height.

This smooth ride is one of the advantages of this design that passengers will appreciate. Others are the low engine noise throughout the bus—in the upper saloon the engine is almost inaudible, and even at the rear of the lower saloon it is no worse than that of an underfloor-engined single-decker; the easy loading through the wide front entrance; the five-abreast seats at the rear of each saloon; the absence of surge when accelerating; and the minimum transference of engine vibration, even when the power unit is idling. The absence of a centre bearing avoids another possible source of vibration.

The driving compartment, which is reached through a half-door leading from the entrance platform, is quite roomy. The seat is fully adjustable and the steering column is comparatively short, with the result that the steering wheel is at waist height—a restful position. The longish gear-change switch can be operated without the need to remove the left hand from the steering wheel, thus further reducing the driving effort. All electrical switches are well placed for quick operation, and the dip switch is on the floor.

The Alexander body was found to be quite free from creaks and rattles during the test and the standard of finish is high. The front panel, which is a plastics moulding, is attractively styled and helps to offset the somewhat austere appearance of the bus caused by the flat front outline.

### Limited Pram Stowage

The luggage rack over the off-side front wheel is handy for small cases and parcels, but mothers will miss the space for a folding pram which is found beneath the stairs of a rear-entrance bus. With the Deans jack-knife doors closed an annoying whistle occurred, caused by the gaps between the two door sections and between the doors and the floor.

Maintenance tests were confined to the engine and gearboxes, these being accessible through the plastics cowl at the rear of the bus. Other routine maintenance has been cut to a minimum by the provision as standard of a 24-point automatic lubricator, leaving only three points on the propeller shaft to grease manually, and the use of Bendix-Westinghouse slack adjusters at the brakes. Pit jobs are pretty well confined to lubrication of the rear axle and periodic brake adjustment.

The engine cowl is secured in place by five spring fasteners, actuated by a budget key, and it took me 35 seconds to raise and support this cowl. On the test bus the cowl was a prototype moulding with a flexible lower edge, but this is to be reinforced on production vehicles so that it does not foul the engine when it is raised, as occurred when I did it. Similarly, a telescopic support will be provided on production vehicles, whereas I had to use a separate prop to keep the cover up. A light is provided for first-aid repairs at night, the bulb being on a swinging arm.

This done, I checked the radiator water level in 7½ seconds, the engine oil in 7 seconds, the gearbox oil in 24 seconds and the bevel-box oil in 34 seconds, the filler and level plug in this last-mentioned having tight threads, hence the longer time. The paper-element air filter is easy to reach, and I removed its element in 24 seconds and replaced it in 24½ seconds.

There are two main fuel filters, grouped side by side, and I removed the element in one of these in 31 seconds, replacement taking 50 seconds. Thus, both elements can be renewed in under 2½ minutes. As a final task, I removed No. 1 fuel injector, this taking 2 minutes 54 seconds, 1 minute 9 seconds of this time being spent in removing the tappet cover to gain access to the injector. Replacement took 3 minutes 45 seconds, the cover replacement alone taking 1 minute 32 seconds of this time.

I then bled the fuel system in 53 seconds and closed and locked the cowl in 55 seconds. Engine and transmission accessibility is really outstanding on this design and all engine jobs can be carried out while standing alongside the unit, as opposed to hanging head first over a high front wing. Removal of the engine-transmission unit complete is simple also, and once taken out the engine can be run on its sub-frame when connected to an external fuel and exhaust system.





Mr. H. H. Crow (Crow Carrying Co., Ltd.), one of the national vice-chairmen, toasts conference success.



Mr. W. Bingley (C. H. Preston, Ltd.) upholds the flag for Yorkshire road haulage operators.



On his home ground: Mr. D. O. Good (Pioneer Haulage Co., Ltd.), one of the national vice-chairmen.



Mr. P. S. Woodhouse, Metropolitan and South-Eastern Area secretary, arrives from London.

## R.H.A. Conference

# Mr. Watkinson Backs

"WE will go into this battle against renationalization together and I am quite convinced we shall win it," Mr. Harold Watkinson, Minister of Transport, told members of the Road Haulage Association when he opened their conference at Torquay on Tuesday.

It was a historic occasion for the R.H.A. for it was the first time a Minister of Transport had inaugurated such an event.

Mr. Watkinson declared that the Conservative Party wanted competitive co-existence in road haulage and not the inflated costs and rigid inefficiency that would result from a State-imposed monopoly. But he supported the belief of Mr. R. N. Ingram, national chairman (see page 424), that renationalization remained firmly in the Socialist programme. He also emphasized the point made later by Mr. Ingram that the C-licensee, as well as the haulier, was threatened.

The Minister was not criticizing the man who ran the nationalized industries. "We are all trying our best to work towards the greater efficiency of these industries by reform, rationalization and modernization," he said. "But this is

a long and difficult job. In the meantime, these industries remain a monument to the futility of renationalization as a method of management in the second half of the 20th century."

Replying, Mr. Ingram revealed that the Association were preparing a new statement of policy which, after approval by the area committees, would be presented to the national council next January. It would be widely circulated.

Mr. Ingram was critical of the trend of licensing and particularly of the need for a closer definition of normal user.

"If applicants for A licences make a sound case, and licensing authorities show a reasonable flexibility in their consideration of the practical problems of operation, even the recent somewhat narrow decisions of the courts may not bring to the industry the gloomy future that these decisions at first indicated."

Licensing was one of the questions to be considered in the new policy statement. This would deal also with "problems affecting the capital and financial structure of the industry" (meaning, among other things, the effect of Government fiscal policy and loans to the railways), ownership of the industry,

relations with other bodies—including the British Transport Commission—labour relations, and questions concerning rates.

Amid acclamation, Mr. Watkinson promised to give careful consideration to the question of the A licence and normal user which, he said, he had been watching for some time.

A resolution proposed by Mr. Ingram reaffirming opposition to renationalization and pledging the Association to use all means for preserving the present structure of the independent road haulage industry was carried unanimously without discussion.

Commenting on the chairman's statement, Mr. A. R. Butt said the licensing authorities had been lax in not requiring normal user to be stated clearly on licence application forms, and it was unreasonable that they should now come down on hauliers like a ton of bricks.

## Compulsory Records Opposed

DISCUSSION of the eight scheduled resolutions began with one proposing that "in the interests of safety and economy and in order to provide accurate



Mr. C. Collins (Collins Express Parcel Service Ltd.) and Mr. R. G. Crowther (F. Crowther and Son (Wakefield), Ltd.), the immediate past chairman.



Mr. L. J. Stokoe, secretary of the Scottish Area, with Mr. W. B. Foster, secretary, Devon and Cornwall Area, responsible for the administration of the conference.



Mr. R. Morton Mitchell, chief executive officer, has to go to Torquay to meet his brother, Mr. J. B. Mitchell, one of the four national vice-chairmen.





Mr. J. R. Bradford (Bradford Sand and Haulage Co., Ltd.), chairman of Devon and Cornwall Area and host to the conference, with Mr. W. J. Duckham from Cornwall.



Mr. A. R. Butt (Morris Transport Co., Ltd.), a forceful speaker, and Mr. G. F. Goodwin, the assiduous secretary of the important West Midland Area.



Mr. R. P. Miers (Miers Transport, Ltd.), a champion of milk hauliers, exchanges a word with Mr. R. N. Ingram, national chairman, on Association policy.

## Association's Fight by A. E. Sherlock-Mesher

### *Minister Convinced That State Monopoly Can Be Resisted: Public Industries "Monument to Futility" of Renationalization*

records it should be a legal requirement that time recorders be fitted to all goods vehicles as standard equipment and maintained in a serviceable condition."

It came from the West Midland Area and was rejected by a large majority. Among those who feared the enactment of further legislation were Mr. F. Rudman, Mr. D. W. Winterbottom, Mr. A. Neely, Mr. W. Bridge, Mr. R. C. Crouch and Mr. A. S. Ward.

Mr. A. R. Butt, who proposed the motion, thought time recorders would give employers some protection in cases in which they were prosecuted when drivers had broken the law while away from home. They would also enable specific evidence of delays at docks to be produced.

Mr. R. A. Edwards, who supported

Mr. Butt as an experienced user of recorders, said they were most valuable and drivers did not complain about them. Mr. E. W. Wilkins, who was not in favour of more legislation, thought that recorders should be fitted by general agreement.

Nothing but good came from their use. In his case they had been responsible for large savings in subsistence allowances and in wages that had not been legally earned. Drivers were not opposed to them and, indeed, since his company—E. Wright (Transport), Ltd.—had fitted recorders, drivers had stayed much longer than before.

Mr. J. S. Wright, who seconded the resolution but strangely wound up the debate, said he had used recorders since 1934 and drivers accepted them. On one particular occasion in which one of his drivers had been charged with manslaughter, he had been able to produce the record to prove that the man was elsewhere at the time of the accident. The honest operator had nothing to fear from legislation.

Delegates were clearly much concerned about the standard of accommodation for

drivers. Their anxiety was expressed in the resolution asking that the appropriate Ministry should be requested to lay down a standard of fitness for road transport drivers' cafés, with particular reference to the cleanliness of all accommodation. It came from the Northern Area and was remitted to the Association's executive committee without vote.

Mr. R. Clifford, proposing the motion, said it was an attempt by the employers to secure better conditions for their workers. It should have been sponsored by the Transport and General Workers' Union, but they were too busily engaged in trying to secure higher subsistence allowances which café proprietors promptly pocketed by raising their charges. He spoke of overcrowding and the difficulty of finding good long-distance drivers because of bad accommodation.

Mrs. D. G. Parkin said that in certain hostels men were sleeping eight in a room.

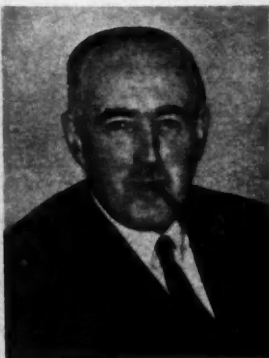
To put the matter in perspective, Mr. R. Morton Mitchell, chief executive officer, pointed out that under the auspices of the R.H.A., the Traders' Road Transport Association, British Road Services



Mr. J. S. Wright, who takes a great interest in the training of staff.



Mr. J. Williamson (J. Williamson, Ltd.), stalwart Northern Area member.



Mr. N. T. O'Reilly, a national vice-chairman, watches R.H.A. finance.



Mr. Frank Lyon, Association's public relations officer, in typical humour.



and the unions, a catering and accommodation committee was in existence and published a register of accommodation which had been inspected by representatives of the unions. The unions had not complained about the quality of the recommended accommodation.

Mr. N. T. O'Reilly thought the R.H.A. should discuss with the Automobile Association the possibility of their recommending suitable accommodation. This suggestion was taken up by Mr. R. Cropper, who thought that in the first place efforts should be made to raise the standard by voluntary work rather than by Ministry interference. Mr. W. A. Heymann suggested the star system of grading accommodation as used by the A.A. in the present members' handbook.

### Employers' Records Liability

DELEGATES unanimously carried a resolution on employers' liability from the Yorkshire (Hull) and Metropolitan and South Eastern Areas. It sought to ensure that employers could not be prosecuted for offences against Section 16 of the 1933 Act where it could be shown that drivers' falsification of record forms, or their failure properly to complete them, were in breach of employers' written instructions, and that the employers had taken all reasonable steps to prevent these offences.

A carefully prepared case was submitted by Mr. T. W. Jackson. He made it clear that he did not disagree with the law on drivers' hours, but thought the duty to keep records should lie between the drivers and authorities. It was impossible for an employer to ensure that records were not falsified. He emphasized that for offences concerning hours and records, the operator could be punished both in the civil courts and the Traffic courts.

When drivers falsified records, it was usually for their own personal gain. The only action an operator could take was to prosecute the driver for obtaining, or attempting to obtain, subsistence allowances by false pretences. Nevertheless, the operator could later be charged for failing to cause current records to be kept.

Speaking from recent painful experience, Mr. R. G. Crowther emphasized the vital need for supervising log sheets carefully. Mr. J. T. Turner warned operators of the possible consequences of altering records that had been found to be incorrect.

With little discussion members carried a resolution calling for the use of some of the tax revenue for the provision of toilet accommodation on main roads.

There was little support for a proposal from the Yorks (Hull) Area that all users of oil fuel should pay tax at the time of purchase, and those who were entitled to do so should, at the end of an agreed period, apply for a rebate. Mr. A. E. Acey claimed that some people were using untaxed fuel to carry for hire or reward which was unfair to hauliers.

If the tax were paid first and the rebate claimed afterwards, this loophole might be closed. Mr. B. K. Taylor pointed out

■30

that domestic consumers might be caused hardship and would be placed in great difficulty to prove that fuel had been used for a non-taxable purpose. The motion was rejected.

A hardy annual—a motion deprecating purchase tax on commercial vehicles, from the Metropolitan and South-Eastern and South Wales Areas—was passed unanimously.

Mr. J. W. Oliver, of the Metropolitan and South Eastern Area, expressed the anxiety of operators about unfair competition from farm tractors and trailers. He was proposing a resolution dealing with the use to an increasing extent of farm tractors and trailers for the haulage of agricultural goods for hire or reward. This was stated to be a menace to the general haulier in rural areas and the Ministry of Transport were asked to take action to prevent abuse. The resolution was carried.

Mr. J. Mallinson said that the trouble was caused mainly by hauliers who were small farmers and not by genuine farmers. Mr. F. Rudman thought the question should be tackled by compelling anyone who carried for hire or reward to hold an A or B licence and to end concessions to farmers.

A resolution—the last in the series—advocating the transfer of responsibility for road construction and maintenance to a public highway authority was referred to the Association's executive committee, on the chairman's suggestion. Mr. N. T. O'Reilly was in favour of the idea and was supported by Mr. A. R. Butt, who pointed to the multiplicity of road authorities and the anomaly under which road grants could not be carried over from one year to the next.

Mr. Rudman, Mr. W. A. Heymann, Mr. T. F. Rice, Mr. E. Willmott, Mr. W. Bridge and Mr. J. B. Mitchell were among those who ranged against the proposal. Their general theme was that local authorities should have greater autonomy and that operators should take more interest in local road affairs.

### Pyrotechnic Brains Trust

THE conference came to a sparkling conclusion on Wednesday with the Transport Forum conducted by Mr. F. H. Grisewood, of B.B.C. fame. The presence of two M.P.s on the panel—Mr. Mark Hewitson (Lab., W. Hull) and Mr. T. L. M. Iremonger (Cons., N. Ilford) ensured a pyrotechnic display.

Mr. T. D. Corpe, legal adviser to the Western Area of the R.H.A., was in his most provocative form, and Mr. D. H. Joyce, supplies and transportation manager of Shell-Mex and B.P., Ltd., provided an industrial leavening to a largely political discussion.

Perhaps the question taken most seriously was one from Mr. A. Neely, who asked the team whether they thought any change was desirable in the licensing system and, if so, what.

Mr. Joyce said categorically that the licensing system had gone too far and it was time it was retracted. Licensing was necessary 25 years ago because of the

appalling economic condition of the country, but it should interfere as little as possible with freedom.

Mr. Hewitson held that the system had worked satisfactorily. To give hauliers more freedom would ruin the industry. This was obviously Mr. Corpe's question. He argued that to abolish licensing would cause untold damage to the industry. The 1953 Act had made it easier to obtain licences if there were proof of need, but many changes could still be made for the better. He suggested five.

He was loudly applauded when he said that the Licensing Authorities had gone too far in their interpretation of normal user, but an amending Act would be needed to overthrow the decisions of the Transport Tribunal and the Divisional Court. He would like power to subpoena witnesses.

He referred to "fiddling" under C-hiring margins, and said that this loophole should be stopped. Licensing Authorities should also be empowered to award costs against an applicant who did not appear to support his application.

Although not strictly a licensing question, something should be done, said Mr. Corpe, to limit employers' responsibility for breaches of the law by drivers.

### Encouragement to Traders

Mr. Joyce made a strong point when he said that if witnesses could be subpoenaed there would be a strong encouragement to traders to buy more C-licensed vehicles. He thought more weight should be given by the Licensing Authorities to written evidence.

Discussing a question from Mr. F. Rudman about renationalization, Mr. Hewitson caused an electric silence when he said "renationalization of road transport will not come in the next Parliament." It would not be on the next Socialist Government's priority programme, but it would definitely come at a later date.

Mr. Joyce maintained that the Labour proposal to restrict road-haulage competition was not justified, but on the other hand, the financial affairs of the railways must be settled, and they might have to have a State subsidy.

Mr. W. J. Duckham wondered why the public were uninformed about road transport and the extent of existing nationalization. He got a straight answer from Mr. Hewitson, who said that hauliers themselves were responsible for any public ignorance.

There were, said Mr. Hewitson, two ways of renationalizing—the honest and the cruel. The honest way was to take over businesses and to pay compensation. The cruel method would be to increase the size of British Road Services, and run hauliers off the road. This remark was greeted with derisory laughter, but Mr. Hewitson said quite seriously that the suggestion had been canvassed.

Mr. Iremonger declared that Mr. Gaitskell, the architect of Socialism, had himself in a book he had written destroyed the case for renationalization of road haulage.



tain models; the use of paper-element air cleaners; and changes in the standard cab.

The disc brakes fitted to the 54G dumper are Girling type 46 units. The discs are 15½ in. in diameter and the friction pads are ¾ in. thick, there being two sets of pads per disc. So far it has been possible to actuate this type of brake only hydraulically (except for mechanical hand brakes), and because a disc brake has no self-servo effect, some form of servo has to be applied to the hydraulic circuit. Consequently, an air-hydraulic system has been used for the front brakes, whilst the rear brakes are straight air-pressure cam-operated units.

## E.R.F. FIRST WITH DISC BRAKES

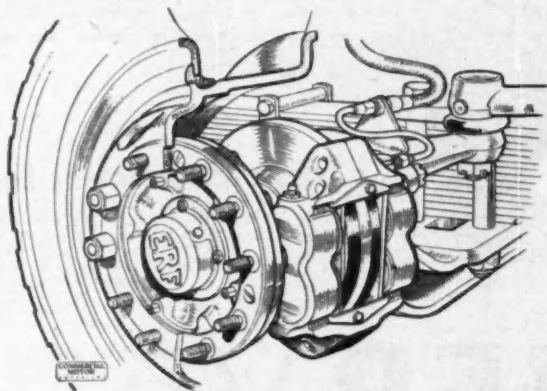
(Right) Air-boosted eight-wheelers have Girling wedge-operated front brakes actuated by a new compact air cylinder. This replaces the normal hydraulic cylinder and occupies little more room.

The heart of the braking system is the combined servo and air valve, which is mounted on the frame behind the cab and linked to a conventional brake pedal. On the pedal admits air to the servo, which actuates the hydraulic cylinder controlling the front brake. The same mechanism also controls the rear brake. The two circuits are "split" for safety, in the event of a complete failure of the compressed-air supply, the brake pedal will continue to

actuate the front brakes through the master cylinder in a conventional manner, but without assistance. A particularly robust chassis frame fabricated from steel pressings is used in the 54G dumper. Kirkstall double-reduction rear axle is equipped with underslung springs to reduce the body floor level. The axle has spiral-bevel and spur gears, all the in the central differential pot, and the overall

*—Ferodo Pads of course*

Reproduced by courtesy of The 'Commercial Motor'



The new E.R.F. 54G dumper is the first standard commercial vehicle in Britain to be fitted with disc brakes. The brake is Girling: the brake pads are Ferodo, of course.

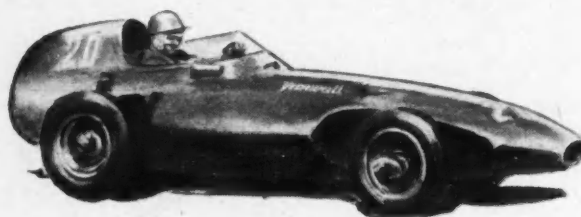
Racing cars, production cars, public service vehicles and now commercial vehicles—every application of disc brakes has seen Ferodo Brake Pads specified. Manufacturers know that Ferodo Disc Brake Pads inherit all the outstanding qualities that have made Ferodo Anti-Fade Brake Linings first choice for so many years.

Follow the manufacturers' lead. For drum and disc brakes alike, specify Ferodo.

# FERODO

Disc Brake Pads • Anti-Fade Brake Linings





**VANDERVELL  
LEAD INDIUM BEARINGS**

**are the choice of  
10 nations  
as original vehicle  
equipment**

*They are also  
the only bearings  
with these  
winning records*

**51 GRAND PRIX  
4 WORLD CHAMPIONSHIPS  
8 LE MANS  
3 PAN AMERICAN  
AND RALLIES EVERYWHERE**

*These replacement bearings for your*

**VANDERVELL B**





THIS IS THE VANWALL  
CONNECTING ROD WITH  
LEAD INDIUM BEARINGS



THIS IS THE DISTINCTIVE  
BOX WHICH BRINGS YOU  
GENUINE VANDERVELL BEARINGS

earing for your vehicle too

# L BEARINGS



REGD. TRADE MARK

VANDERVELL PRODUCTS (CANADA) LIMITED • TORONTO • CANADA

Smee's 4/40  
B33



# WHO WANTS AN ANTI-FREEZE THAT LASTS THE WHOLE YEAR ROUND?

Your customers do! Cooling systems need protection against corrosion as well as frost. And Thylene's special corrosion inhibitors keep active the whole year round.

**IN WINTER**, Thylene repels all attacks by frost—even down to the extreme of 47° of frost.

The pure ethylene glycol base keeps the cooling system safe throughout the longest and hardest freeze-ups.

**IN SUMMER**, Thylene continues to guard the cooling system against corrosion—and the serious damage it can lead to. Thylene corrosion inhibitors are a unique combination which protects *all* cooling system metals from



one Autumn to the next.

Give your customers all-the-year-round protection with Thylene *double-life* Anti-Freeze. One fill will keep a cooling system safe right up to next October!

*Starting Soon*  
**Thylene's**  
*biggest ever*  
*ad-campaign*

Bus rears—display aids—ads in National Dailies and the Motoring Press. Get your stock of Thylene now for early Autumn sales.

**NOW is the time for**  
**THYLENE**  
**DOUBLE LIFE ANTI-FREEZE**

**THYLENE PROTECTS**  
**YOUR COOLING SYSTEM**  
**THE WHOLE YEAR ROUND**

**NOW is the time for**  
**THYLENE**  
**DOUBLE LIFE ANTI-FREEZE**

**THYLENE**  
**DOUBLE LIFE ANTI-FREEZE**  
FOR ALL THE YEAR ROUND COOLING SYSTEM PROTECTION  
A NATIONAL BENZOLE PRODUCT

Now is the time to order **THYLENE** - the double-life **ANTI-FREEZE** made by National Benzole

"L

Maj.-G. British president Transp

He v Transp of the industr between

Trans manag servant

Transp dualist suscep

Char facilit types o tions i users h

To itself t supply

In the pioner approa enthus impetu relied ever.

The niques progres approa assessin forecas

" It the pro create manag those i selves, can be potenti ways a ments. ment which neglect

Dea ment, have a driver it was large everyo was w

Maj of the in whi had a down such a would



# Exit The Horse-and-Cart Mentality—Maj.-Gen. Russell

## Operators Must Look Ahead and Develop New Techniques to Create Traffic

**L**ET us take care we do not face the problem of the atomic era with a horse-and-cart mentality," Maj.-Gen. G. N. Russell, chairman of British Road Services, said in his presidential address to the Institute of Transport on Monday.

He was speaking on "Management in Transport" and was pointing out some of the shortcomings of the transport industry, and the fundamental differences between it and other industries.

Transport men, far removed from management control, were trusted servants and moved about on their own. Transport was a much more individualistic industry than most. It was also susceptible to rapid change.

Changes in the shape of transport facilities were matched by changes in the types of goods to be carried, and variations in the habits and requirements of users had to be accommodated.

To survive, transport had to adapt itself to change. In this connection, a supply of young recruits was essential. In the road haulage industry the young pioneer of 40 years ago was now approaching 70 years of age, and the enthusiasm which gave so great an impetus in the early days could not be relied upon to carry on the industry for ever.

The development of transport techniques had not generally kept up with progress in vehicles. The scientific approach to the problem of locating and assessing users' present requirements and forecasting future needs was vital.

### New Demands

"It cannot be too often stressed that the provision of facilities can and does create new demands, and the far-seeing manager will strive to see a need before those in need are even aware of it themselves," said Maj.-Gen. Russell. "Much can be done by way of thinking for one's potential customer, and devising novel ways and means of meeting his requirements. This is an aspect of the management system of transport undertakings which has recently been severely neglected."

Dealing with the science of management, he said it was necessary first to have a clear objective. Even the owner-driver must have in mind exactly what it was he was setting out to do. In a large undertaking it was important that everyone should know to what end he was working.

Maj.-Gen. Russell was not in favour of the functional form of organization, in which the technical expert at the top had a direct line command running right down to the scene of operations. In such an organization, the chief engineer would be entirely responsible for the

repair and maintenance of vehicles at all levels.

The system preferred by Maj.-Gen. Russell was that in which the manager was supported with all the technical advice he needed and was given complete responsibility for everything that happened within his allotted sphere. The chief engineer would lay down technical standards, with which his subordinate engineers would be bound to comply, but he would have no power to give them orders. All instructions would be issued in the name of the general manager and would be addressed to the manager at the next level.

It was important in this type of organization that the senior technical man should be in the headquarters team. The best technical advice must be available to top management, and in his field the chief engineer must be regarded by all the other technical men as their leader.

In the system of communications, Maj.-Gen. Russell recommended quarterly meetings between the general manager and those managers directly responsible to him, together with his departmental heads. The general manager would explain, shape and communicate policy, and use the ideas that emerged from the conferences as material for future development.

If necessary, these meetings could be reproduced at lower levels in the hierarchy. Each manager should, using the headings of a balance sheet, render an account to his superior for his part of the business at frequent and regular management meetings.

Instructions should be kept to a minimum and should be built up into a carefully indexed manual. They should be brief and clear, and should be kept up to date.

Basic systems of communication must

be supplemented by devices such as staff magazines, bulletins, posters, notices and suggestion schemes. It was necessary not only to inform the staff, but to know what the staff were thinking.

In transport there was a long way to go before the principles of joint consultation were properly understood and effectively applied. The idea was novel to some and to the others the fear of "workers' control" acted as a deterrent. Management should boldly face the fact that they could learn a great deal from the man at the wheel or the bench, and it was sheer foolishness to spurn the benefits of joint consultation.

Discussing leadership, Maj.-Gen. Russell said that however large the organization, the man at the head must be known as a person. He must be seen as frequently as possible by all his subordinates. He must know what was going on at the lowest level and be aware of the reactions to orders issued from headquarters. These considerations applied equally to junior leaders.

### Rhyme or Reason

"The days are gone when the boss could hire and fire without rhyme or reason and issue orders that needed no more justification than his whims or fancies," he said. "The logic of the situation must be allowed to dictate the decisions, and not mere arbitrariness."

"Wages and conditions of service must be properly settled by agreed methods of collective bargaining. Promotional procedures must provide adequate opportunities without fear or favour. Trust must replace fear. Disciplinary machinery must determine the assurance of a fair deal, in contrast to the arbitrary punishments and summary dismissals of bygone days."

Courage, willpower, judgment, knowledge and flexibility of mind were the qualities that should be sought in a leader. It was the duty of transport undertakings to ensure the supply of good leaders and a proper understanding of management, but the Institute of Transport had an important part to play in the educative process. Encouragement should be given by the more senior people to the younger generation to qualify by the Institute's examinations.

## Coach Operator Was "Forcibly Ejected"

**A** COACH operator, concerned about the way a competitor was running late services for dancers, was "forcibly ejected" from a dance hall when he tried to take up the matter with the organizers.

This was alleged at Bishop Auckland, last week, when the Northern Traffic Commissioners adjourned applications by Richardson Bros., Oxford Road, West Hartlepool, and Doreen Coaches, Blackhall Colliery, for licences to run late buses from dance halls at the Hartlepool.

Objecting to the proposals, Mr. R. J. Redpath, Blackhall Colliery, said there was unfair competition between operators catering for dancers, and any grant

would affect his traffic. In the past he had boarded private party coaches run by Richardson's and found that at some dances the vehicles were available for anyone who bought a ticket at the dance.

Once he and a friend tried to approach the organizers of a dance, but they were both forcibly ejected.

Mr. K. Patterson, for Richardson's, said the dance hall vehicles were run on a private-hire basis, and the operators had no knowledge of fares being asked for in the dance hall or on the coaches.

Mr. J. A. T. Hanlon, chairman, said the allegations would be investigated, and a hearing would be held at West Hartlepool.



**New Equipment and Publications****Combating Acid Attack**

A CLAIM that oil-change periods may be greatly extended by the use of their Magna Power plug has been made by Magnaloy Products, Ltd., 37 Windsor Street, Chertsey, Surrey. The plug is made of a magnesium-aluminium alloy and is fitted in place of the sump drain plug.

The principle of its action is to protect the working parts of the engine from attack from sulphuric acid, as the alloy is particularly susceptible to acid attack. It therefore acts as a neutralizer by absorbing almost all the harm that the acid may do.

It is stated that 80 per cent. of acid



(Left) This Yale 51 8,000-lb. works truck, shown fitted with an adjustable jib attachment, was supplied by the Yale and Towne Manufacturing Co., Wednesfield, Staffs, to the Metropolitan-Vickers Electric concern, of Trafford Park, Manchester, and features a special cab of sheet steel as it is intended for outdoor duties. The window space is glazed with 25 sq. ft. of Triplex.

which may accumulate in a crankcase is reduced by the use of the plug, and that an engine requiring an oil change at 2,000 miles will accept a change at up to 10,000 miles if fitted with the component. A substantial extension of sparking-plug life is also claimed.

**Fork-reach Truck**

HAVING a capacity of 1½ tons at 2-ft. load centres, a battery-electric fork-reach truck has been produced by Wessex Industries (Poole), Ltd., West Street, Poole, Dorset. The mast may be retracted 2 ft. from the fully forward position and has a lift of 12 ft., the amount of free lift being 6 ft. The power unit and driving wheel turn through 180 degrees so that the machine can be turned within a 12-ft. 6-in. circle. This is stated to enable the truck to operate in gangways 6 ft. 8 in. wide, carrying pallets measuring 3 ft. 4 in. by 4 ft.

The Wrigley model weighs 5,000 lb., including batteries, and is 6 ft. 3 in. long by 3 ft. 6 in. wide.

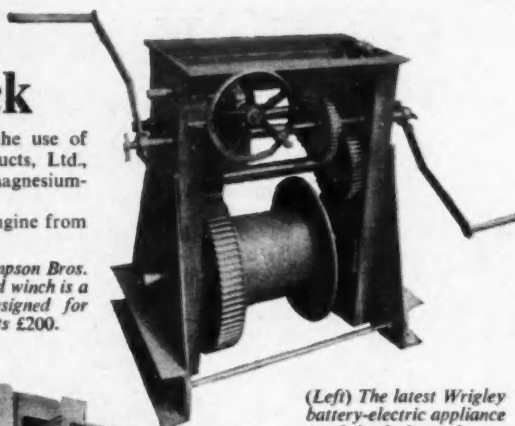
**U.C.L. Dispensers**

DISPENSERS for C-type upper-cylinder lubricant containing graphite are available from Jenograph, Ltd., 13-17 Rathbone Street, London, W.1, at £2 12s. 6d. trade price. Capacity is 1 gal. The units are also offered free with initial orders for 5 gal. of lubricant. Delivery of 5 c.c. is sufficient for 2 gal. of petrol.

**Winch Gear**

TWO types of winch have been added to the range of Thompson Bros. (Engineers), Ltd., Archery Road, London, S.E.9. The model 36 is a quadruple-

(Right) A product of Thompson Bros. (Engineers), Ltd., this hand winch is a quadruple-gear unit designed for 50-ton trailers and costs £200.



(Left) The latest Wrigley battery-electric appliance is of the fork-reach type and has a capacity of 1½ tons at 2-ft. load centres. The power unit and driving wheel can turn through 180 degrees.



(Above) The Philips fluorescent inspection lamp costs £5 complete and is built to withstand hard treatment.

(Right) The Tudor dipstick has a hole in the tube at critical sump-oil level, and replenishment may be seen to be due when no oil is sucked up into the plastics bulb when squeezed.



geared hand winch designed to be fitted to 50-ton trailers and costs £200, whilst the model 18 is an underslung power-operated type with a line pull of 10,000 lb.

It is intended to be mounted on prime movers either under the body behind the cab, or in front of the radiator so as not to take up floor space. Its price is £127.

**Visual Check**

A VISUAL means for checking the oil level in a sump is provided by a dipstick marketed by Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middx, at 12s. 6d.

Known as the Oilcheck, the accessory

is a brass tube, of the same dimensions as the standard dipstick, but with a transparent plastics bulb at the top. Midway between the

normal maximum- and minimum-level marks, a hole is set so that when a pint of oil is required, the oil level is below the hole.

When the oil supply is adequate, finger pressure on the bulb draws a supply into view; at the same time it may be possible to judge the quality of the lubricant from its colour.

**Fluorescent Lamp**

A FLUORESCENT inspection lamp produced by Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2, has a hand grip and hook of neoprene and a tube of acrylic plastics to withstand abuse and resist attack by oil and grease. The lamp is a 9-in. 6-watt unit costing 13s. 10½d., including purchase tax.

**"Torsion Bar"**

VEHICLE designers will find "Torsion Bars," published by the English Steel Corporation, Ltd., Sheffield, 9, of value. It contains a description of the design and manufacture of such components, together with mathematical formulae for the calculation of stresses.

"I CO  
be  
trad  
expres  
vice-pres  
tion of  
Remove  
conferen

The n  
the grea  
and ma  
the use  
impracti  
the atten  
suggested  
and ma  
was imp  
for com

Admi  
greater  
psychol  
America  
on an id

Britis  
America  
tinued  
ware  
custome  
travelling  
ment.  
America  
"sold"  
introduc  
for chin  
desirabl

P

The  
persuad  
removal  
removed  
America  
storage  
required  
fork-lift

Thre  
pile and  
the U.S.  
expensi  
trucks,  
required  
particul  
pallet.

If th  
exposur  
would  
be take  
amount  
followe  
loss of  
of the  
outside  
was a  
working

Palle  
certain  
for ex  
for eco



**N.A.F.W.R. Autumn Conference****Pallets No Use to Removers****Preferable to Train Staff to Higher Standards and Use Better Equipment, Says Mr. F. F. Babb**

**I** CONTEND palletization would not be an economic proposition in our trade." This was the opinion expressed by Mr. F. F. Babb, senior vice-president of the National Association of Furniture Warehousemen and Removers, at the Association's autumn conference in London last week.

The nature of the remover's work, and the great variety in size, shape, quality and material of household goods, made the use of pallets extravagant and impracticable. Where it had attracted the attention of some members, Mr. Babb suggested, it might be "the fascination and magic of strange new words." It was important to examine and test them for commonsense.

Admittedly, pallets were used to a greater extent in America, but public psychology was very different there and Americans were sometimes "over-sold" on an idea.

British removers delivering goods from America had been surprised at the continued use of barrels for china or glassware at the demand of American customers, despite the costly waste when travelling at a rate of freight by measurement. Although this was now realized in America, the customer had been so much "sold" on the idea of barrels that in introducing a new type of square packing for china and glassware it had been found desirable to term it a "square barrel."

**Public "Sold" on Pallets**

The American public had also been persuaded of the merits of pallets for removals and storage—to the chagrin of removers, Mr. Babb believed. Although Americans almost demanded pallet storage, the higher capital expenditure required for special buildings, pallets and fork-lift trucks made it uneconomic.

Three kinds of pallet—soft pile, hard pile and residence loading—were used in the U.S.A. In addition to the heavy expenditure both for pallets and fork trucks, special flat vehicles would be required to take full advantage of them, particularly in the case of the residence pallet.

If the warehouse had wooden floors, exposure to a concentrated wheel load would necessitate special precautions to be taken. No significant reduction in the amounts paid in settlement of damage followed the adoption of pallets, and a loss of space was noted in storage because of the difference between the inside and outside measurements of the pallet. There was a further loss through the need for working space between pallets.

Pallets were worth using only for certain homes of great value, where need for exceptional care exceeded the need for economy, was Mr. Babb's conclusion.

Removers should concentrate on persuading customers to realize real cost, with the object of striving for better prices.

Staff should be trained to higher standards and more supervision should be given. Wrappers, equipment and all working materials should be of better quality. Moreover, the practice of two charges into store should be adopted.

During subsequent discussions, it was doubted whether, in the case of residence pallets, the initial cost could be recovered even in America, and still less in the United Kingdom, as they might not be disturbed for two to three years.

Six new American depositories had been geared to the use of pallets, three pallets being carried per vehicle, with a track down the centre to provide virtually press-button loading. Yet the total capacity per vehicle was only around 750 cu. ft., thus limiting it to short-haul work.

**Space Lost**

By comparison, most of the depositories in the United Kingdom were in older buildings, few having been built since the war. If a warehouse had at present a loading height of 10 ft., the adoption of a system of 7-ft. pallets would result in a loss of 3 ft. of storage space.

Referring to estimated costs of £2,920 to convert a 35,000-cu.-ft. depository to pallet storage, it was considered that it would take at least four years to recover the initial investment, by way of reduced labour costs. Moreover, as compared with conditions in the United Kingdom, the conversion or rebuilding of depositories in America was to some extent coupled to tax relief.

**"Win the Customer's Confidence"**

**D**ISCUSSING the standard of service in the removing industry, Mr. G. E. Pearson, junior vice-president, asked whether it was deteriorating, or could be improved, or was remaining static. In his view, the public were receiving as fine a service as was provided by any other industry, considering the outlay which had to be provided.

It paid to spend a little more time with customers than might be strictly necessary on business grounds, so as to gain their confidence. Many reception offices and their staffs could be improved. Faded photographs of a 1908 job did not impress modern customers. The receptionist must show a personal interest in their particular problems and nowhere was this more important than over the telephone, which was often the first source of contact.

Similarly, when the order was being

booked, the staff should be impressed with the necessity of getting full details of the way to the customer's premises. Incomplete information could result in a late start, with bad repercussions on both the customer and the workmen.

Reference was made to the American practice of submitting alternative charges for various services such as the packing of glass, china and objets d'art, when each item was packed separately in new material in front of the customer. Folding wardrobes were also supplied for the conveyance of clothes. Although this meant additional outlay of capital, revenue could be achieved by careful selling to the better class of customer.

Some members doubted, however, whether it was reasonable, or advisable, to expect staff to vary their standards according to the rate of payment for the job. It would be better, they considered, to concentrate on the better class of removal and include the cost of the higher service in the price.

**Employer-Worker Relations More Cordial**

**I**N reviewing wage and labour relations, Mr. A. P. Godfrey, a member of the executive council, made a comparison of wages and conditions applying to a foreman in the removal industry during this century. In 1900 the rate was £1 8s. per week, with no holiday. By 1938 it had risen to £3 6s. with a seven-day holiday, and to £5 7s. by 1948. Today the rate was £8 7s., whilst the actual earnings could be £12 or more.

Mr. Godfrey claimed that the relationship between the employer and the worker was now much closer and more cordial. Bonuses were commonly paid and pension schemes widely introduced. It was now possible for a manual worker or lorry driver to gain promotion through the office and so to management.

Commenting on the trend of wage negotiations, Mr. Godfrey suggested that the pressure from the union might become less as commodity prices and wages became more stable. Moreover, public reaction to wage claims was hardening, as was shown in the recent London bus strike.

**Off-street Loading Facilities Needed**

**E**ARLIER Mr. A. Samuels, chairman of the London and Home Counties Traffic Advisory Committee, commenting on the introduction of the Mayfair parking-meter scheme, claimed that if meters were not being used, it supported the committee's contention that the long-term parker was not prepared to park in the street if he had to pay for it.

Both new buildings and modifications to existing premises must provide facilities for off-street loading and unloading. To solve the parking problem any responsible government must take their courage in both hands and provide money from central funds, as they were now doing for new motorways and road-improvement schemes.



**National Safety Congress**

## Delegates Divided on Value of Hand Signals

**I**S the driver's hand signal outdated under present-day road conditions and ready to be superseded by automatic indicators? This question prompted considerable argument at Bridlington last week, during the annual National Safety Congress of the Royal Society for the Prevention of Accidents. But no decision was reached, because the Congress was equally divided on the problem.

Chief Insp. W. Spray, North Midland Accident Prevention Federation, put forward the proposal that on vehicles other than cycles and motorcycles there should be compulsory direction indicators of a standard specification.

He claimed that the correct place for a driver's hands when approaching a hazard was on the controls of his vehicle, and not out of the window. In poorly-lit areas it was virtually impossible to see any signals given at night.

### The Unseen Signal

Chief Insp. Spray was supported by Cllr. Mrs. D. Ashley, Clowne R.D.C., who made special reference to the difficulty of picking out lorry drivers' signals at night due to the dark overalls they usually wore.

Opposing the motion, Mr. F. Longley, Cyclists' Touring Club, said hand signals, even if they were misinterpreted, were an indication that something was about to happen, so consequently other road users were alerted.

Another speaker, Mr. E. W. Limes, West London Road Safety Committee, pointed out that mechanical indicators could not convey the sense of urgency which could be put into a hand signal.

Replying, Mr. J. W. B. Armstrong, principal of the Ministry of Transport's Vehicle Regulation Taxation Department, said although a good hand signal was hard to beat, the Ministry were considering the problem of standardizing flasher-type indicators, taking into account their colour, intensity and position. The Ministry were also studying the controversial overtaking signal which was frequently misinterpreted.

For the third successive year the question of precedence at roundabouts and "Y" junctions was discussed. It was brought up by Mr. F. G. Parry, West Bromwich road safety organizer, who submitted that precedence should be given to vehicles on the right. The Highway Code gave no clear indication on the matter, and the rule which he suggested had worked well in other countries would soon become accepted here.

Mr. D. F. Allen, assistant secretary of the Ministry's Road Traffic Division, pointed out that the proposal was based on an old theme. With a touch of humour he suggested that statistics showed the bigger vehicle had priority at a roundabout.

n38

### Precedence at Roundabouts Discussed for Third Year in Succession

To this, Mr. Parry replied that although the Ministry had been considering the problem for some time they had still taken no action. This remark was greeted with cheers, and the resolution was passed unanimously.

A proposal by the South Wales and Monmouthshire Accident Prevention Federation that the present system of lane marking on three-lane carriageways be abolished, was carried by a large majority.

Supt. K. G. Bowen, Glamorgan, said statistics of accidents on three-lane roads were not available, but there was evidence that such accidents often had fatal results. He described the overtaking lane as an "invitation to disaster" which promoted congestion and irritation. The double white line system should be adopted throughout the country and its violation made an offence, he added.

Mr. Allen replied that between 400 and 500 miles of road had now been converted to the double white line system and the law would soon be amended.

### A General Speed Limit?

A maximum speed of 50 m.p.h. on all derestricted roads other than dual carriageways and motorways was put forward by the North Lancashire, Cumberland and Westmorland Accident Prevention Federation. Mr. G. N. C. Swift, clerk to Cumberland County Council, pointed to the maximum speeds of up to 70 m.p.h. imposed on all American roads and suggested that Britain should follow suit. Accidents caused by skidding had increased substantially in the past three years.

In opposition, Ald. G. C. Adams said only 38 per cent. of all accidents occurred on unrestricted roads and a 50 m.p.h. maximum would promote congestion and greatly affect traffic economy.

Mr. Allen said it would not be in the interests of road safety to impose a maximum speed limit which, in any case, would be difficult to enforce.

The motion was defeated by a large majority.

The final proposal was that punishment for some road traffic offences should be altered to include, in certain cases, attendance at a re-education centre for training in road behaviour. It was submitted by Mr. B. N. Bebbington, Chief Constable of Cambridge, for the Eastern Accident Prevention Federation.

Opposing the motion, another Chief Constable, Mr. G. Goodman, Halifax, said an offender's licence should be revoked and re-issued only after a test.

Mr. R. Lloyd, principal of the Home Office Police Division, replied that most convicted drivers were not necessarily incompetent and they would be able to pass a test without any further tuition.

The resolution was defeated.

Statistics show that although the provision of modern street lighting increases traffic speeds by 2 to 3 per cent., road accidents at night are reduced by up to 30 per cent. This was stated by Mr. Granville Berry, Coventry's engineer and surveyor, and president of the Association of Public Lighting Engineers.

### The Cost of Accidents

He pointed out that the total yearly cost of traffic accidents to the country was £175m., or £550 for every accident in a built-up area. A 30 per cent. accident reduction would be financially equal to the cost of installing lights on all main traffic roads.

The provision of good lighting was the biggest single contribution for keeping death off the roads. Referring to the new motorways now under construction, Mr. Berry said that continuous lighting should be installed along their entire length.

He claimed that the cost would be an insignificant figure amounting to only 1-2 per cent. of the road itself.

Mr. J. W. Peter Blenkin, chief constable of the East Riding, said he would like to see more signs written actually on the road, rather than at its side. He disliked, too, the confusion caused by advertisement posters and neon lights.

Mr. R. M. Peak, transport manager of the 1,600-strong fleet of G. and T. Earle, Ltd., Hull, spoke of the importance attached to careful driver selection among commercial-vehicle operators. Selection should be based on the results of an interview, medical examination, oral test and driving test.

Mr. Peak was strongly in favour of competitions and awards for good driving. Apart from making a driver safety conscious, such awards were a passport for getting a good job.

## Chocolate Tankers Granted to N.M.U.

**A** NEW development in the chocolate trade—the carriage of bulk liquid chocolate mainly for the coating of biscuits and sweets—was described at Leeds, last week, when N.M.U. (1953), Ltd., York, asked for two tankers on B licence to cover this work. They said it would be done for Rowntree and Co., Ltd., and their subsidiaries.

A representative of the hauliers said the carriage of this commodity had been in its experimental stages for a year. A tanker could carry 2,400 gallons of chocolate, but the vehicles had to be of a special heated type or their loads would solidify.

Maj. F. S. Eastwood, Licensing Authority, granted the application.



# BONALLACK deliver the goods -MORE Goods

**Bonallack light alloy Luton bodies—LIGHTER,  
STRONGER, cost LESS to run!**



**A BONALLACK**  
Body  
is guaranteed

BONALLACK Luton bodies are made from fully heat-treated aluminium alloys with three times the shock-absorbing capacity of mild steel—section for section—at one third of the weight. This means—in addition to the obvious saving in fuel consumption and wear and tear on chassis and tyres—that, should your vehicle be unfortunately involved in an accident, the damage is localised to a truly remarkable extent. The necessary repairs can thus be completed far more quickly and at considerably less cost than in the case of a body of conventional construction.

The use of light alloys is not by itself, however, the complete answer to satisfactory body building. The body must be scientifically designed for the job it has to do—and this is where our unrivalled resources and experience come into their own. We started building in light alloys in 1926. During the 32 years which have elapsed since then, we have accumulated 'know-how' which can be of immense value to you. The next time you are considering the purchase of a Luton or box van body, ask us to quote. We are certain that we can save you money.

Established 1825

**BONALLACK**  
& SONS LTD

**SALES OFFICE & WORKS**  
Nevendon Works, Basildon, Essex  
Basildon 20481/91

**CITY OFFICE**  
40-42 Cannon Street, London, E.C.4  
City 4304/8

**CAR SHOWROOMS**  
324/326 Romford Road, Forest Gate, London, E.7  
Maryland 7161/4

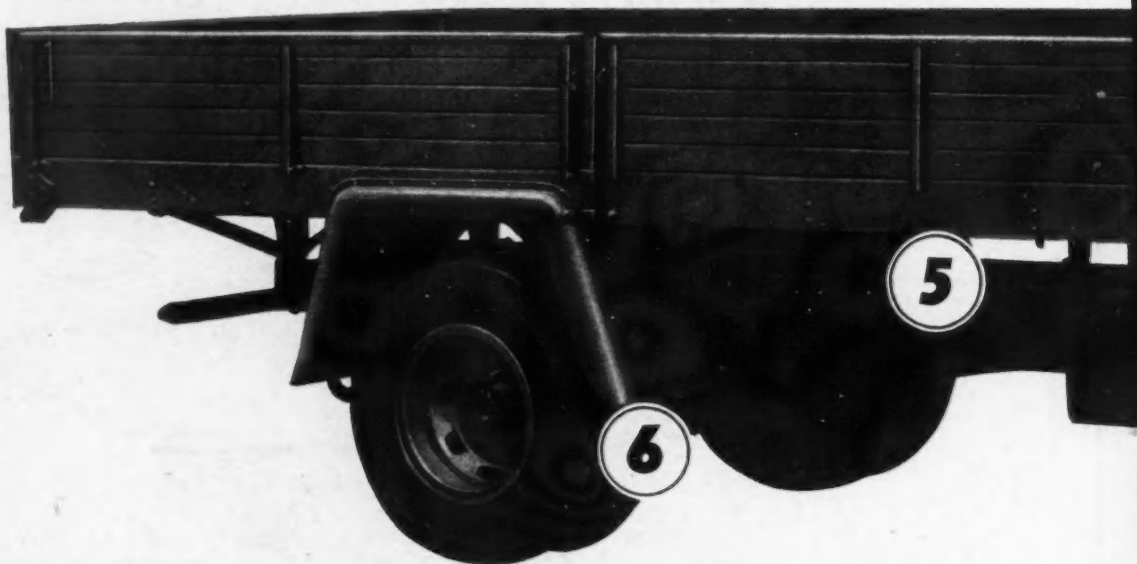
**COMMERCIAL SHOWROOMS**  
268/270 Romford Road, Forest Gate, London, E.7  
Maryland 7161/4

**BODY REPAIR WORKS**  
1041 Romford Road, Manor Park, London, E.12  
Ilford 5333/5



# Bedford's brand new

7 ton Petrol Lorry £1,195 plus P.T. £229.18.9. £1,424.18. 9.  
7 ton Diesel Lorry £1,320 plus P.T. £261.3.9. £1,581.3.9.



## A big advance in normal control load

### Features of the new 7-tonner

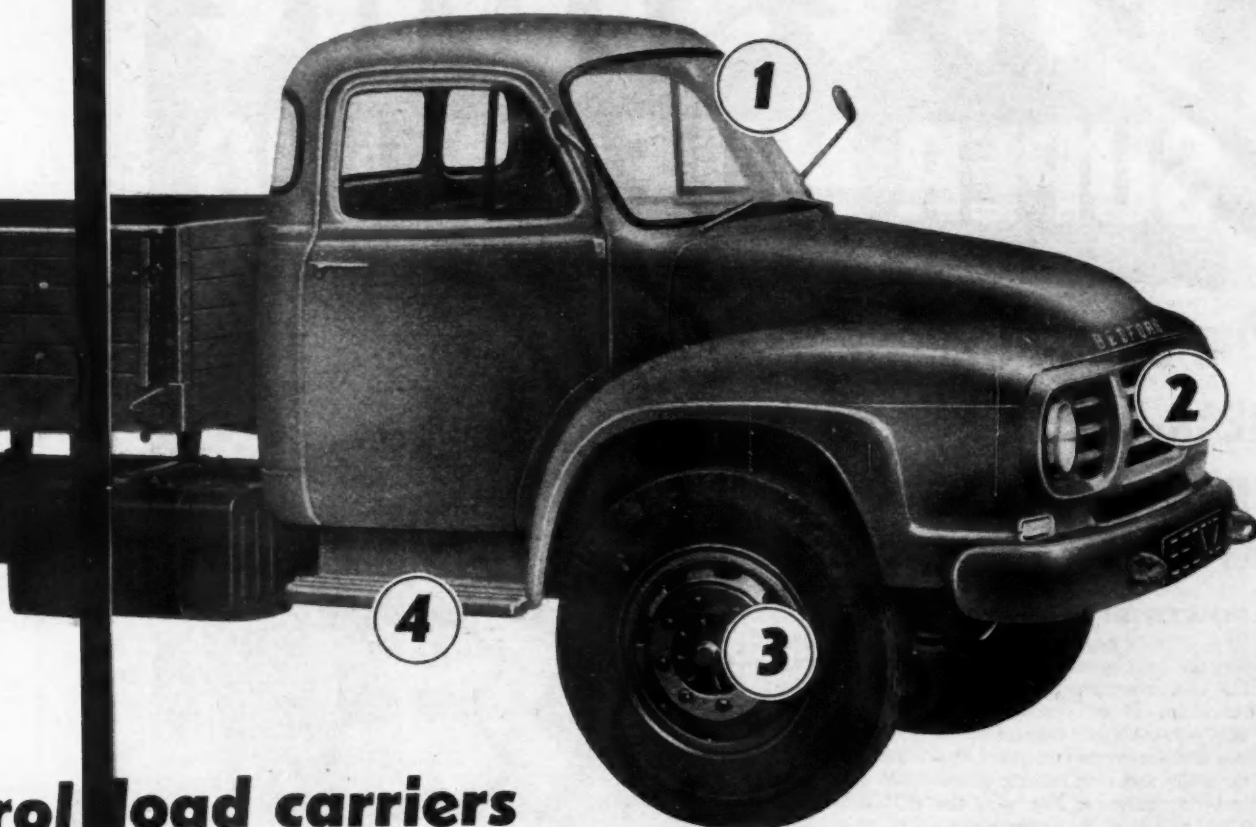
- 1** 63% more glass area and new sloping bonnet line give superb visibility and a close-up view of road directly ahead... whilst retaining all the indisputable advantages of normal control engine accessibility. Rear quarter lights, too, for unrestricted reversing view!
- 2** Bedford's own 6-cylinder diesel with direct injection for maximum long-and-short journey economy. (300 cubic inch petrol unit optional.) Slogging power to combine with an all-new transmission team of the close-ratio gearbox and new, heavy-duty 2-speed axle.
- 3** Super efficient brakes plus larger vacuum servo-498 square inch friction area. The vacuum servo unit is 5½" diameter, new moulded brake linings with remarkable anti-fade qualities.
- 4** Britain's most sensible cab! Extremely comfortable for long distance work — cool in summer — warm in winter. Ideal for stop-and-start deliveries, too, with step in/out height only 22 inches!
- 5** Ample space, 16 ft. dropside body, mounted on flat topped chassis frame 10" deep. Maximum cab-to-legal-overhang length of 210 inches.
- 6** Standard on all models! New Bedford-built, 2-speed axle! 18,000 lb. rating with extra large diameter shafts.

NOW MORE THAN EVER

**Bedford-the wo**



# new 7 tonners...



## Control load carriers

At last! A general purpose normal control 7-tonner designed for long distance or local work. Here, sensibly designed into one tough, work-consuming truck, are all the long-awaited requirements of the trunk carrier *and* the local, multiple-call operator.

Run over the main specifications NOW, with your own individual needs in mind. See if this new Bedford 7-tonner doesn't come up with the right answer *every* time, and remember it is backed by the world's best truck service. See your Bedford Dealer too—he has every detail you will want to know, or write direct to Vauxhall Motors Limited, Luton, Beds.

## the world's best buy in trucks



# The NEW Firestone SUPER MILEAGE LUG

## THE DUAL-PURPOSE REAR-WHEEL

## TRACTION TYRE with all the features you're demanding

### POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

### MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

### SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

## OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.

### EXPERIENCE COUNTS

44 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.



C  
Wh  
poli  
different  
further.  
and the s  
noticing  
the leader  
but creat  
understan

That h  
do so wa  
of the R  
clear tha  
in the di  
borough

Mr. Ha  
set the to  
zation.  
the econo  
which, h  
road hau  
failing t  
maintain  
would be

He m  
failed in  
succeede  
statemen  
to reassu  
definitely

Mr. A  
condemn  
campaign  
"vicious  
politics  
and the  
something  
Socialist  
time the  
State of  
finance

A son  
prevente  
to help  
of a ha  
and che  
feel as  
custom  
Bevan's  
have the  
he must

Altho  
port in  
all the o  
party an  
money  
speaking  
the trade  
next ele

As it  
to point



Political CommentaryBy JANUS

## Beyond Hypocrisy

**C**ONTRADICTIONS are inevitable in party politics. When the support of several million people is solicited, politicians must hedge, or say different things at different times. The leaders of the Labour party go even further. They contrive to contradict themselves on one and the same occasion, apparently without their supporters noticing anything wrong. This behaviour on the part of the leaders makes it easy to pick holes in their argument, but creates a barrier for anybody wishing to come to an understanding with them.

That hauliers, or a good many of them, would like to do so was clear to any observer at the Torquay conference of the Road Haulage Association this week. It is also clear that hauliers can find nothing encouraging or inviting in the discussions at the Labour party conference at Scarborough a fortnight previously.

Mr. Harold Wilson, shadow Chancellor of the Exchequer, set the tone in an early session by his remarks on nationalization. He was presenting, for the inevitable approval, the economic policy statement entitled "Plan for Progress," which, he explained, proposed nationalization for steel, road haulage, and any industry or concern found to be failing the nation. "Believe me," he said, "failing to maintain an adequate rate of investment or modernization would be a crime."

He made no attempt to prove that road haulage had failed in this way, or that the nationalized industries had succeeded. He seemed not to care particularly that his statements clashed with each other. It was his task merely to reassure the audience that there were some industries definitely on the list, and that others could be added.

### "Vicious Situation"

Mr. Aneurin Bevan carried paradox a stage further. He condemned the threatened industries for running publicity campaigns in their own defence. This was, he said, a "vicious situation." Employers were able to finance their politics at the expense of the consumers of their goods and the Chancellor of the Exchequer. "I think there is something fundamentally wrong," he fulminated, "when Socialists have to finance Conservative propaganda every time they buy sugar, and there is something rotten in the State of Denmark when we consume steel and have to finance our enemy's politics."

A somewhat belated sense of the absurd may have prevented him from saying that it was wrong for Socialists to help the Conservatives every time they used the services of a haulier. The rational thing is to go where the best and cheapest service is available, but if other Socialists feel as strongly as Mr. Bevan does, they can give their custom to a nationalized transport undertaking. If Mr. Bevan's party ever get their way, the Conservative will not have the freedom of choice now presented to the Socialist; he must use nationalized transport or nothing.

Although Mr. Bevan avoided a direct reference to transport in his remarks at Scarborough, he made it clear, like all the other speakers, that there should be one law for his party and another for his opponents. The expenditure of money to fight nationalization might be wrong; but, speaking as treasurer of the Labour party, he called upon the trade unions to subscribe for a campaign to help win the next election.

As it was a Socialist conference, there was nobody present to point out that many trade unionists are Conservative,

and that it was "fundamentally wrong" they should have to finance Socialist propaganda every time they paid their union dues. It is doubtful whether Mr. Bevan would have listened to, much less have grasped the point. Not that he was necessarily being hypocritical. His state of mind lies somewhere far beyond hypocrisy, and his remarks corroborate the impression already given by Mr. Wilson, that the subject of nationalization is one on which the Socialists can speak only in contradictions.

Ample evidence was provided during the discussion on transport. It arose from a resolution urging the speeding up of a review of future transport policy by the special standing committee. The very existence of such a committee might seem to indicate an honest doubt on the subject, but the debate at Scarborough showed clearly that the issue had been prejudged. The committee know exactly what conclusions they must reach.

### Reasonable Request

One speaker after another proceeded to set up a case and at once knock it down. Mr. S. Greene, of the N.U.R., who introduced the resolution, made the reasonable request that British Railways should be allowed to compete with road transport on equal terms. Within a minute, he was asking how far it was practicable to restrict C licences so as to force traffic back to the British Transport Commission. Mr. Frank Cousins, of the Transport and General Workers' Union, was in favour of giving more autonomy to local officials, whether they were handling passengers or freight. Hardly pausing for breath, he went on to sing the virtues of integration and co-ordination.

Not to be outdone, Mr. Ernest Davies, M.P., once more tried out his favourite paradox. There was excessive competition within the transport industry, he said, and as a result the independent hauliers were running their vehicles and even their drivers to death. Neither Mr. Cousins nor any of the other union officials, who are in a better position to know the facts than Mr. Davies, said anything on this latter point, which is as much a slur on their members as on hauliers. It is, in any event, hard to understand how excessive competition, which must mean that there are too many vehicles for the available traffic, can also involve the excessive use of those vehicles.

Replying for the national executive committee, Mr. Ray Gunter, of the Transport Salaried Staffs Association, may have felt he had a difficult task in summing up. Knowing that he had his listeners with him all the way, he took to the easy assumption that everything desirable would flow naturally from state ownership of transport. Traffic would have to go by the best way possible, he said, presumably meaning that the decision on the best way would be reached by the B.T.C., with the guidance of a Labour government.

There would be cuts in the railway system, said Mr. Gunter, and these were "obviously" much easier to accomplish if road passenger and freight services were under the same ownership, enabling alternative provision to be made. No doubt equally obvious, to Mr. Gunter, was the truth of another unsupported assertion. "Many C-licences today operate uneconomically," he said, "and these would be more economic in a larger system." Once again, it is left as an assumption that what is economic would be decided by somebody other than the person chiefly concerned, in this case the C-licence holder.



## Bird's Eye View

**T**UESDAY was a busy day for that quiet tornado, the Minister of Transport. Mr. Harold Watkinson formally opened the Road Haulage Association's annual conference at Torquay—the first time a Minister has done so—shortly after 10 a.m., and at 4 p.m. he was presiding at a Press conference at the Ministry in London, giving the latest news of the road programme.

He relied on British Railways to get him to London by 3.35 p.m., where a car was waiting for him. What a pity he could not have travelled all the way by motor road.

## International Aura

**O**N Wednesday Mr. Watkinson rose from the mundane to the sublime to preside at the ninth session of the Council of the European Conference of Ministers of Transport at Lancaster House, London, which was opened by the Prime Minister. He is chairman of the Council for the coming year, succeeding Signor A. Angelini, the Italian Minister of Transport. I understand that some of the leaders of the road transport industry were able to meet the European Ministers at a reception at Lancaster House given by Mr. Watkinson.

Seventeen countries are members of the Conference, which was established in 1953 under the aegis of the Organization for European Economic Co-operation. Its object is to allow Ministers to discuss together questions affecting the efficiency and development of European economy, with particular reference to inland transport.

## Out of Control

**N**OEL COWARD was quite right when he said that "mad dogs and Englishmen go out in the midday sun." By far the largest proportion of accidents (38.54 per cent.) not involving personal injury in Derbyshire last year was caused by dogs straying in the road. On the other hand, pedestrians crossing the road heedless of traffic were responsible for the greatest number (20.23 per cent.) of accidents involving injury. The untrained dog and careless human are equal menaces.

## The Little Miracle

**A**FARMER who had foolishly allowed himself to run out of fuel in the middle of the harvest held a long and earnest telephone conversation on the subject with his suppliers, Staffordshire Farmers, Ltd. While he was calling down heaven's

# Skates On

wrath upon them, Mr. R. North, manager of the machinery depot at Cannock, put down the receiver and busied himself with the two-way radio that links fitters' vans and fuel tankers with the depot.

By a remarkable coincidence a tanker was passing the farmer's gate and before he had time to conclude his imprecations, the vehicle was in his yard. Rumour has it that he has signed the pledge.

## The Right Type

**O**NE of the problems of operators in the less developed countries is to find supervisors for native mechanics. Experience has shown that, with the improved education of natives, the European fitter is no longer a suitable foreman.

The supervisor must have first-class technical knowledge—as distinct from manual dexterity—presence, sympathy with the workers and the ability to lead. The days of whip-swinging are long past. The right class of man is being found among well-educated apprentices in their early twenties. They can expect to earn about £1,200 a year in Africa, with the possibility of promotion to works manager.

## Patience

**F**RANK MILTON, the Northern Area secretary of the Road Haulage Association, is one of those men who never seem to age. He was in his usual exuberant spirits at the R.H.A. conference this week, full of anecdotes, as ever.

One I like specially concerns a haulier who telephoned Mr. Milton to ask how to have a licence transferred from his father's to his own name. His father had died, he said, but he could not remember the date.

"Well, how long ago did it happen?" asked Mr. Milton.

"Nine-and-a-half years," said the haulier.

## Colour Sells

**I** WAS blinded the other day by a van painted a vivid yellow, green and red. It was operated by a prominent maker of headache remedies. After a quick glance at the vehicle I was in urgent need of the potion advertised. It occurred to me that a soothing colour scheme might, however, have been more appropriate to a pain reliever, although perhaps the operator's object was to create his own customers. Possibly this is another application of the currently fashionable shock-treatment.

# July Exports the Highest This Year

**E**XPORTS of commercial vehicles in July, at 12,678, were the highest since January and nearly double June's figure, but such a result was expected as dock-labour difficulties restricted June shipments and the vehicles held up during that month went to swell the July total. Details appear in the accompanying table.

During July, 22,801 goods vehicles, road-haulage tractors and special-type vehicles were produced, together with 165 battery-electrics, and the total passenger-vehicle output was 582. Weekly average output was 5,887 of all types, making 23,548 for the month.

Of the goods vehicles, road-haulage tractors and special types, 14,107 were of under 15-cwt. capacity, 4,052 15-cwt.-3 tons, 2,646 3-6 tons, and 1,996 over 6 tons. Of the passenger vehicles, 438 were single-deck and 105 double-deck motorbuses and 39 were trolleybuses.

In the seven months ended July, 1958

183,147 goods vehicles, road-haulage tractors and special-type vehicles were produced, made up of 100,551 vehicles of up to 15-cwt. capacity, 43,772 15-cwt.-3 tons, 22,134 3-6 tons, and 16,690 over 6 tons.

There were also produced 1,126 battery-electrics and 5,380 passenger vehicles, of which 3,890 were single-deck and 1,319 double-deck motorbuses, and 171 trolleybuses. Overall total for the seven months was 189,653.

NEW COMMERCIAL VEHICLE EXPORTS—JULY

Type	July		January—July	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis, assembled and unassembled	10,664	6,453,365	68,380	41,740,887
Motorbuses and trolleybuses, complete and chassis	614	1,098,622	3,549	6,433,174
Road haulage tractors	56	240,205	372	1,156,068
Other descriptions, complete and chassis	104	391,391	599	1,730,251
Dumpers and dump trucks	—	241,453	—	1,994,066
Industrial trucks	—	197,079	—	1,353,539
Trailers	1,240	336,718	5,879	1,882,942
Totals	12,678	8,958,833	78,779	56,291,027



## South Africa Biggest Money Customer for British Commercial Vehicles

**L**AST year the Union of South Africa, in terms of money, was the biggest overseas buyer of British commercial vehicles, purchasing 13,300 to the value of £9,127,170. In numbers, Australia was the largest purchaser, taking delivery of 15,950 vehicles to the value of £8,013,300.

Next largest markets were New Zealand (8,142 vehicles, £4,582,510) and British West Africa (8,077 vehicles, £6,197,880). Biggest non-Commonwealth customer was Argentina (4,848 vehicles, £4,720,842), followed by Denmark (4,692 vehicles, £2,346,003) and Belgium (3,257 vehicles, £1,672,661).

### Exporters' Data

These figures are given in the 1958 edition of "The Motor Industry of Great Britain," published by the Society of Motor Manufacturers and Traders, 148 Piccadilly, London, W.1. A special feature of this edition is the tabular form in which the construction and use regulations of 136 different countries have been prepared. This is a more comprehensive and easily read treatment than has been applied before, and enhances the value of the book to exporters.

Figures are also given for the overseas trade of various other vehicle-producing countries. From these it can be seen how Britain's efforts have produced results second only to those of the U.S.A., whose lead over this country is largely maintained because of her trade with other dollar territories.

In 1957, the U.S.A. exported 193,982

vehicles, 127,996 of which were exported to other American countries. This figure exceeds total British exports of 123,283 which, however, compares favourably with Western Germany's total overseas sales of 82,033. Next largest competitor was France, who produced 33,355 vehicles for export, 20,935 of which went to Africa.

### People per Vehicle

An interesting table lists the numbers of commercial vehicles in use in different countries and the heads of population per vehicle. The territory with the fewest persons per vehicle is Alaska (12) followed by Australia and New Zealand

with 13, Canada and certain islands with 15, and the U.S.A. with 16. In Britain there are 38 persons per vehicle, Russia 67, France 35 and Western Germany 73.

Apart from the U.S.A. with over 11m. commercial vehicles in operation and the U.S.S.R. with an estimated 3m., Britain with 1.3m., France 1.27m. and Canada 1.1m. were the only countries with commercial-vehicle strengths running into seven figures, although Japan almost approached this magnitude.

### West German Total

Countries next strongest in commercial vehicles were Western Germany with 758,887 and Australia with 726,593.

Members of the Society are entitled to a free copy of the book on request. Additional copies to members are sold at £2 2s. whilst the price to non-members is £2 10s.

## Synthetic Rubber — New Haulage Traffic

**B**RTAIN is now making synthetic rubber in bulk for the first time. A new £6m. 54-acre plant has been set up for the purpose by the International Synthetic Rubber Co., Ltd., at Hythe, Hants.

The company has been formed by Dunlop, Firestone, Goodyear, Michelin and Avon. The plant has a capacity of up to 70,000 tons a year. Britain is now independent of overseas sources of supply and more than \$25m. a year in hard currency will be saved. The material will also be exported.

Synthetic rubber is used partly in the manufacture of commercial-vehicle tyres. It is stated to be superior to the natural

substance in resistance to abrasion, but slightly inferior in resilience. It is cheaper than natural rubber and its quality and price are consistent.

Main ingredients are styrene and butadiene. Styrene arrives by road, rail and sea tankers from Forth Chemicals at Grangemouth, and from the Shell plant at Partington. Butadiene is piped 1½ miles from the Esso refinery at Fawley.

The new plant has good road access and rail connection. It was envisaged that road and rail would equally share outgoing loads of synthetic rubber, but, in fact, most of the outward traffic is at present by road. Much of the material is collected by manufacturers' or hauliers' vehicles, although I.S.R. have a small fleet and have vehicles on contract. There is a long, covered loading bay.

The synthetic rubber is made up into 80-lb. blocks and is protected by a plastics envelope. As an experiment, unit loads of about a ton are being made up in collapsible cardboard containers standing some 5 ft. high. They are handled on expendable fibre-board pallets by Coventry Climax fork trucks.

Mr. G. E. Beharrell, chairman of I.S.R. and of the Dunlop Rubber Co., Ltd., said last week that synthetic rubber was not an inferior product and gave "more pence per mile." The world demand for rubber was 3m. tons a year, but only 1.8m. tons of natural rubber could be produced. This meant that the demand had to be met to a great extent by synthetic rubber. The new plant would help to fulfil the requirements.

## Road-Rail Container Handling Simplified

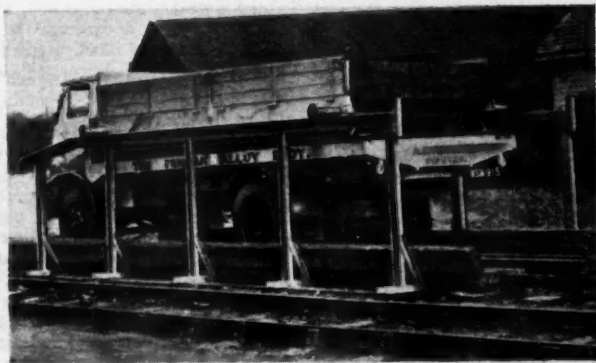
**A** DEVELOPMENT of their container loading system has recently been introduced by A. C. Penman, Ltd., Dumfries. The latest application facilitates the transfer of a container from a road vehicle to a railway wagon without the use of lifting tackle.

The system employs a ramp consisting of parallel bars with downswep ends, and is erected on each side of the railway track. The containers, which may be of any type, are provided with two stout retractable tubes at each end of the body sides. When the road vehicle is reversed between the walls of the ramp, the tubes engage with the upper bars, lifting the container clear of the vehicle.

A "conflat" railway wagon then takes the place of the lorry and a simple device engages the container, drawing it on to the wagon. In a British Railways test, a 4-ton load was transferred from an Austin 5-tonner to a train and

returned to the lorry again in less than four minutes. This load was inside a standard railway container converted to the system.

British Railways have shown a keen interest in the development and plan to demonstrate its advantages at a freight carriage exhibition which is to be staged at Battersea from October 30 to November 5. A prototype of the Penman system will be in operation.



This means for transferring container loads has been developed by A. C. Penman, Ltd., Dumfries. It is intended to facilitate road-rail inter-working.



**Planning for Profit****Rate-cutting—or Higher Efficiency**

**N**O subject is probably discussed among transport operators in more heated terms than rate-cutting, or, to be more precise, alleged examples of this evil. Allegations of rate-cutting have become more persistent in recent months following a slowing down of production in some branches of industry with a resulting decline in available traffic.

The purpose of the series of articles on costing which has appeared in *The Commercial Motor* over many years has been to impress on both operators and would-be operators the need to acquaint themselves with the principles of commercial-vehicle costing. Only thus would they be able to estimate with reasonable accuracy their own costs and so know whether any charge submitted to a customer would show a profit or a loss.

Whether or not rate-cutting is done unwittingly, any advantage the operator gains is inevitably short-lived. Unfortunately for his fellow hauliers, the trouble such a policy causes is not limited to himself.

Before accusations of rate-cutting are made, however, it is most important that it should be clearly understood what is implied. In a limited sense, it might be claimed that until a schedule of rates was both accepted and generally acted upon there was no standard by which it could be determined whether a rate had, in fact, been cut. Even, however, where no accepted rate schedule existed it could be said, in more general terms, that rates were being cut if they did not allow for a reasonable margin of profit, or, worse still, were below the actual cost of operation.

Thereafter it would be more prudent to ascertain all the facts before complaining that this or that competitor was cutting rates. For example, two hauliers might tender for a particular contract. The first may carefully estimate his probable cost and submit his quotation after allowing for a reasonable profit margin. Subsequently, having lost the contract, he may learn that his competitor did the work at a lower rate. To those not conversant with the principles underlying commercial-vehicle costing, it might be considered that this was a clear case of rate-cutting, as the second haulier must have quoted a rate lower than what would provide an adequate return to the first.

In other words, the two terms "lower rate" and "rate-cutting" would appear to the uninitiated to be synonymous. Such a conclusion, however, could be totally erroneous. Far from operating at a loss, it could even be that the haulier who got the job in this instance might have allowed a higher margin of profit than his unsuccessful competitor. There could be several reasons for this, falling roughly into two groups centring on either the vehicle or load. For example, a wide knowledge of the traffic carried and its particular "loadability" factor or, alternatively, the availability of mechanical means for loading, might well mean the difference between operating at a profit or a loss.

**Relative Factors**

Two factors relative to the vehicle employed on any particular job are of great importance to the total operating cost, and ultimately to the charge made to the customer. Briefly, they are suitability and utilization. In the many inquiries received from operators these two important items are either overlooked or considered to be of secondary importance. Opinions are requested as to whether or not this or that rate is reasonable without any mention being made as to the size of vehicle which it is proposed to operate, or the mileage it is expected will be averaged.

I will now take examples from the new 43rd edition of "The Commercial Motor" Tables of Operating Costs to emphasize the significance of one of these factors and the extent to which it affects costs and charges.

Regarding the suitability of the vehicle, consideration will be limited here to alternative carrying capacities, although obviously there are other factors, such as alternative petrol or oil engines and rigid or articulated construction.

Dealing first with 3-ton oilers, a platform version is estimated

*Often an Operator Will Complain That a Competitor is Quoting Uneconomic Charges Whereas There is Actually a Difference Between the Ways in Which Each Haulier Runs His Business*

to cost £1,310 with an unladen weight of 2 tons 8 cwt. Annual licence duty would therefore cost £30 or 12s. per week. Drivers' wages, in accordance with R.H.64 Grade I, would amount to £8 19s. per week. This includes an allowance for contributions to annual insurance and employers' voluntary liability insurance and two weeks' holiday with pay. Rent and rates are assessed at 9s. 6d. per week, whilst vehicle insurance at 10s. per week is based on an annual premium of £24.

Interest, calculated at 3 per cent. on the initial outlay, adds a further 15s. 7d. per week to the standing cost, which thus totals £11 6s. 1d.

The first item of running cost, namely fuel, is calculated to cost 2.09d. per mile. This is based on a consumption of 22 m.p.g. and a cost of 3s. 10d. per gallon for oil fuel. Lubricants are expected to add a further 0.23d. per mile. With a set of tyres costing around £110, tyre costs per mile are estimated at 0.96d.

**Residual Value**

The remaining two items of running cost, maintenance and depreciation, will be calculated on the assumption that the vehicle operates 400 miles per week. Maintenance is therefore reckoned at 1.45d. per mile and depreciation at 2.02d. This latter figure is obtained by deducting the cost of a set of tyres from the initial vehicle price together with an estimated residual value of 12½ per cent., leaving a balance to be depreciated of £1,050. Assuming a vehicle life of 125,000 miles, a depreciation cost per mile of 2.02d. is thus obtained.

The five items of running cost therefore total 6.75d. for this 3-tonner which, when added to the standing costs, give a total operating cost of 13.53d. per mile when 400 miles per week are operated. Making allowance for overhead or establishment costs and a profit margin of 20 per cent., a minimum charge of 1s. 7d. per mile is recommended.

Making similar calculations for a 5-ton platform oiler, the initial top price of the vehicle will now be around £1,530 and the unladen weight in the 2½-3-ton tax category. Annual licence duty payable therefore now becomes £35, the equivalent of 14s. per week. As the carrying capacity of 5 tons is still just within the same wage category, the weekly cost allocated to wages remains the same at £8 19s. A slight nominal increase is allowed for rent and rates at 10s. 6d. per week.

Because of an increase in both carrying capacity and initial cost price, the annual vehicle insurance premium is now £42, giving a weekly insurance cost of 13s. 7d. Interest at the same rate as before now becomes 18s. 3d. per week. The total for these five items of standing cost is £11 15s. 4d.

With an estimated fuel-consumption rate of 18 m.p.g. and oil fuel purchased in bulk at 3s. 10d. per gallon, fuel costs per week will amount to 2.56d. with lubricants adding a further 0.24d. With a set of tyres now costing £160, tyre cost per mile is raised to 1.41d. compared with the smaller vehicle. Maintenance is likewise assessed a little higher at 1.94d.

Depreciation is calculated on the same method as before and in this instance a balance of approximately £1,200 has been written off, resulting in a depreciation cost per mile of 2.30d. Running costs thus total 8.45d. per mile, again assuming 400 miles per week are operated.

With the same weekly mileage applying, the addition of the standing and running costs gives a total operating cost per mile of 15.51d. Including overhead or establishment costs and profit margin, the minimum recommended charge would be 1s. 9½d.



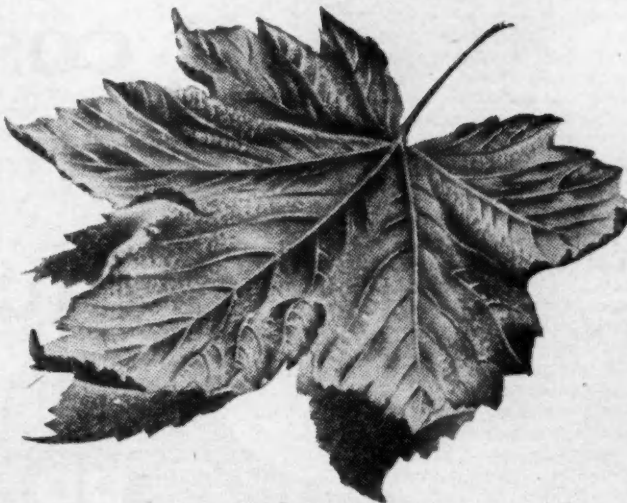


# BLUECOL TIME!

Bluecol gives your engine unsurpassed safety against frost—and unequalled safety against cooling-system corrosion. This safety against corrosion is rather costly to provide, but Smiths long years of experience with Bluecol have taught them that it is well worth providing.

Inhibiting corrosion is an important matter which some less experienced anti-freeze suppliers have not yet learned to take seriously enough. Bluecol is not the cheapest anti-freeze, but it is the safest—and after all, when you buy anti-freeze, it's safety you're paying for.

Beyond question, Bluecol is the safest anti-freeze you can buy.



## MAKE SURE YOU REALLY GET BLUECOL!

The unique formula of Bluecol is the result of 23 years of experience and development. Further improvements this year have made the normal grade of Bluecol as safe in all diesel engines as it is in petrol engines. The production of Bluecol D for diesel engines has accordingly been discontinued.

**THERE'S NOTHING 'JUST AS GOOD'**



# BLUECOL

THE SAFE ANTI-FREEZE

from **SMITHS** MOTOR ACCESSORY DIVISION • 50 OXGATE LANE, LONDON, N.W.3



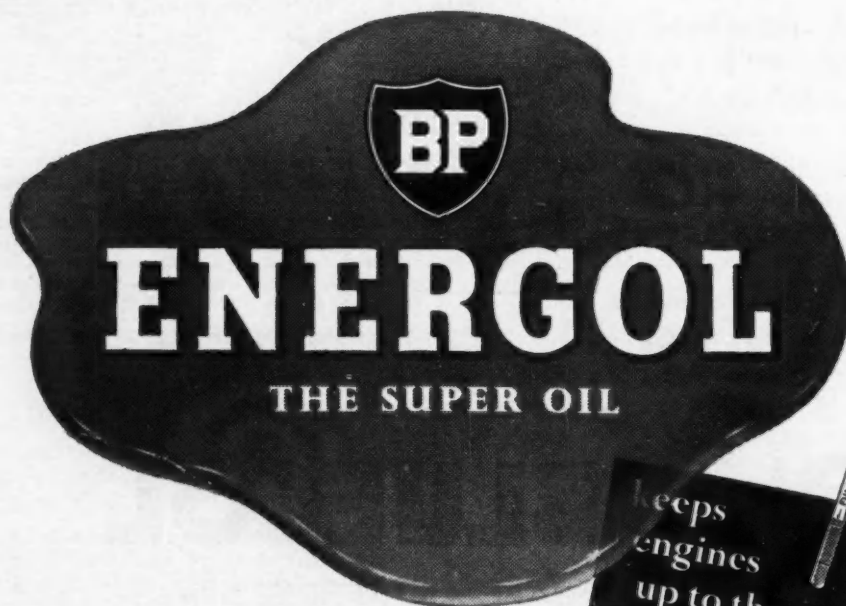


### THE BP RESEARCH STATION

#### ENGINEER SAYS—

"Transmission lubricants must be capable of resisting the oxidation encouraged by the high localised temperatures which occur between heavily loaded teeth. If the transmission lubricant is incapable of preventing rupture of the very thin film of lubricant between the gear teeth then rapid wear will result. It is important therefore to select the highest quality lubricant of the correct type."

**It costs  
so little to protect  
so much**



*BP Energol is a product of The British Petroleum Co. Ltd.*

**Distributed by THE POWER PETROLEUM CO. LTD.**

Head Office: 76/86 STRAND · LONDON W.C.2

Branches and Depots throughout the country



An example of a 7-ton platform oiler is taken from the popular range of vehicles costing around £2,080. With an unladen weight of 3 tons 4 cwt., the annual duty will amount to £38 15s., or 15s. 6d. per week, allowing for two weeks when the vehicle is off the road for overhaul.

Wages will now be payable in accordance with the rate applicable to the next highest category, namely 5-10 tons. Allowing for insurance contributions and holidays as before, the weekly cost will now be £9 6s. 3d. Rent and rates are reckoned at 11s. per week, whilst insurance now becomes 16s. per week. Interest as before at 3 per cent. will cost £1 1s., making the total standing cost £12 9s. 9d. per week.

A fuel-consumption rate of 15 m.p.g. would give a cost per mile of 3.07d. Lubricants are adjusted to 0.25d. per mile. Tyre costs are also slightly higher at 1.76d., assuming a set now costs £200. Still assuming the vehicle averages 400 miles per week, maintenance is reckoned

(Right) Kennings, Ltd., Westcliff-on-Sea, Morris-Commercial distributors for south-east Essex, supplied this 5-ton long-wheelbase oil-engined Luton van to E. K. Cole, Ltd. The bodywork, featuring an integral cab, was built by Sunny Dawes, Ltd. (Below) This Thames normal-control van supplied to Messrs. Briers Bros., Shepshed, Leics, transport contractors, has composite bodywork by G. C. Smith (Coachworks), Ltd., Long Watton, Loughborough, Leics.



at 2.37d. per mile and depreciation at 3.15d., giving a total running cost of 10.60d.

With the addition of the standing cost, total operating cost per mile will thus be 18.09d., whilst the minimum charge per mile will become 2s. 14d., after having made the same proportional additions as before.

If, therefore, in a hypothetical example three competing hauliers are operating severally a 3-, 5- and 7-tonner and a load of 3 tons was offered, it would be possible for the haulier with

the smallest vehicle to quote a rate of 1s. 7d. per mile after having made reasonable allowances for overhead and profit margins.

The operator with the largest vehicle, however, would find that such a rate was only slightly above his own bare operating costs, and if these were the only factors involved the haulier with the smallest vehicle would, presumably, get the job. It would be quite wrong, however, to say he had cut the rate to do so. Rather would it be that he was fortunate in having the most economical size of vehicle in this particular instance.

Precisely the reverse would occur, of course, if a load of 6 or 7 tons had been offered. In that event the largest vehicle could have handled the traffic in one trip at an operating cost of 18.09d. per mile, whilst the smallest vehicle would have had to have done at least two trips costing in total 27.06d. per mile. In many cases the question as to whether traffic could be carried economically at a reasonable rate is virtually decided by the relativity of the size of load and available

vehicle, rather than by any preconceived rate policy on the part of the haulier.

Compared with day-to-day activities, this example would be an over-simplification because of the multiplicity not only of possible sizes of vehicle but also of load or part-loads offered. Even so, the underlying principles still remain, namely, that the operator who was fortunate enough to have the most appropriate vehicle would be in the most favourable position to offer attractive rates to the customer.—S.B.

## Basildon May Be New Haulage Centre

**B**ASILDON could become the nucleus for transport on the East side of London because of its proximity to Tilbury Docks and the oil refineries in the Thames Estuary. This prediction was made by Sir William Black, managing director of A.C.V., Ltd., when opening the new premises of Commercial Vehicle Repairs (Essex), Ltd., at Cranes Close, Basildon, last week.

The new organization, which is a subsidiary company of Harold Wood, Ltd., the bulk transport contractors of Heck-

mondwike, Yorks, was originally planned to carry out servicing of the fleet. However, it was soon realized that there must be other haulage operators who would welcome such facilities in this area and so Commercial Vehicle Repairs came into existence offering service for any make of vehicle.

Workshop floor space of 9,000 sq. ft. is provided by the new building, which also houses office accommodation. A fully equipped injection pump and injector servicing shop has been installed and a

Cuthbertson line-borer caters for complete engine overhauls.

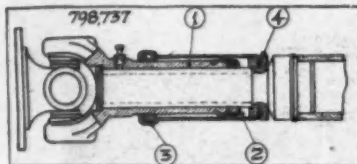
As a large proportion of the work carried out will be on tankers, oil-fired steam-producing plant is provided which, with caustic-soda, is used for internal and external vehicle cleaning. Two white-tiled pits with red surrounds and flush lighting are provided in the well laid-out workshop.

It is hoped by the new company that they will eventually be given an A.E.C. servicing agency.



## Sealing Sliding Joints

**U**NIVERSAL joints used for propeller shafts often include a splined member for permitting change in length and this complicates the problem of oil sealing. A device to alleviate this fault is shown in patent No. 798,737. (Gelenkwellenbau G.m.b.H., Westendhof 7, Essen, Germany.)



As shown in the drawing, one member of the joint is formed into an internally splined sleeve (1) which receives the propeller shaft. The end of the splined joint is partially closed by a rubber seal (2) held in a metal ring.

To provide additional oil-tightness, a metal sleeve is placed over the outer splined member and closed by a rubber ring (3) at one end. This can slide axially with the propeller shaft. The other end is attached to the shaft by a second rubber seal (4) which engages with a necked portion of the shaft.

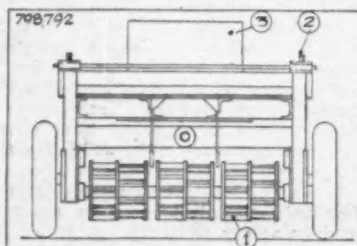
### STARTING PETROL-INJECTION ENGINES

**T**O assist the cold starting of engines employing petrol injection, a small quantity of fuel is drawn off while running and held in readiness for the next cold start. It is then injected before the main injection system has had time to come into operation. A bimetallic controller prevents the scheme working while the engine is warm. Patent No. 797,657, from S.I.B.E., 190 Avenue de Neuilly, Neuilly-sur-Seine, France.

### SNOW-REMOVING MACHINE FOR ROADS

**P**ATENT No. 798,792 shows a machine for clearing roads of snow. Its function is to compress soft snow into compact blocks, which can then be swept aside or picked up by another vehicle. If the snow is already compacted by the passage of vehicles, then the machine will crack it into easily disposable blocks. (Council for Scientific and Industrial Research, 5-11 Regent Street, London, S.W.1.)

The drawing shows an end view of the



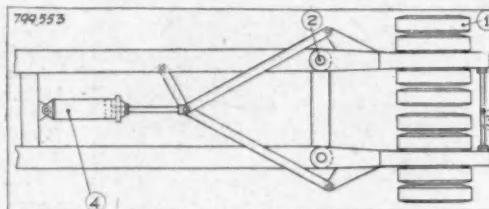
A34

mechanism, which may be carried by a trailer or a self-propelled vehicle. Rollers (1) are made up from discs and radial blades, all of which are sharp-edged to form cutters. The working height is controlled by adjusting jack-screws (2) which can raise or lower the axle carrying the cutters.

The units must be heavily loaded, about one ton per roller being necessary. This is provided by a ballast weight (3). The machine may also carry an angular blade to sweep the blocks sideways off the road.

### BOGIE FOR SIDEWAYS MOVEMENT

**V**EHICLES for transporting heavy machinery often have to deposit load in a confined space, and increased manoeuvrability in these circumstances is the aim of a novel scheme shown in patent No. 799,553. This shows a vehicle having eight rear wheels in a row, the wheels being capable of swinging through an angle of 90 degrees. (A. Nootboom, Kerklaan 9, Kethel, Gem. Schiedam, Holland.)



The drawing shows the rear of a trailer according to the invention. The rear wheels (1) are divided into two sets of four, each set being carried on an assembly that can swing about its pivot (2).

After disconnecting a tie-bar (3) a hydraulic ram (4) and its associated linkage is used to swing the wheels outwards until they are all in line at right angles to the frame.

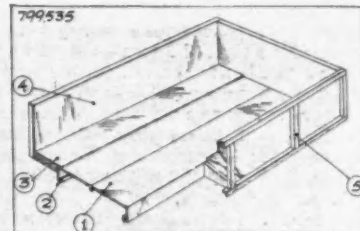
The hydraulic ram is not indispensable; the wheels can be spread by disconnecting the tie and then slowly driving the vehicle backwards. Conversely, forward motion would bring them together again.

### FLOOR FOR DESTRUCTIVE LOADS

**B**UILDERS' material such as sand, ballast and hardcore, can have a very destructive action on the floor of a vehicle and patent No. 799,535 discloses the design of a hard-wearing floor for this duty. (Anthony Hoists, Ltd., 107 Piccadilly, London, W.1.)

Many of these loads are shot in from overhead and this imposes a heavy load on the centre of the floor. To withstand this, the central portion is made of an extra-deep channel-section member (1) having intumed edges, as shown at 2, to give additional strength.

The side members (3) are of lighter construction, and are bent upwards to



form the sides (4) of the body. These are strengthened at intervals by angle-irons (5) attached to both the floor and the sides.

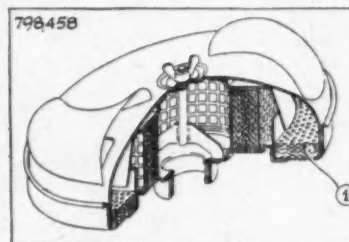
The unitary side construction is particularly useful when carrying sand; not only does it prevent spilling but also resists the pressure developed by this free-running load.

### AN IMPROVED AIR-INTAKE FILTER

**A**CCORDING to patent No. 798,458 the normal type of oil-wetted air cleaner is inclined to spill its liquid during periods of violent acceleration or braking. The patent proceeds to describe a design in which this defect is minimized. (Compagnie Generale D'Electricite, 54 Rue La Boetie, Paris 8e.)

The drawing shows an oil-wetted filter of conventional design in which the incoming air is made to impinge on a pool of oil. This pool, normally subject to spillage, is in this case restrained from violent movement by being soaked up by a stack of perforated rings (1).

These are made of vinyl plastic and are corrugated so as to present a large area for the oil to adhere to.



### DISC-CUM-SHOE BRAKE

**P**ATENT No. 799,157 describing a combined disc and shoe brake comes from Bendix Aviation Corp., South Bend, Indiana, U.S.A. The disc brake is applied, and the resulting circumferential motion is used to operate a free floating shoe system acting on the drum portion.

### LIGHT-ALLOY LORRY FLOOR

**L**IGHT-alloy floor planking is the subject of patent No. 799,166, which comes from Bonallack and Sons, Ltd., Nevendon Works, Basildon, Essex. The planks are a hollow extruded section, tongued and grooved to ensure alignment. To prevent longitudinal deviation, interlocks are provided between them.



IN THE LONG RUN  
IT'S PLAIN TO SEE  
WHY THE BOSS  
PLUMPS FOR

# SYNCOL 'B'



**H**E'S GOT NO TIME for schedules that fold up; no use for transport that can't get going on the dot. When a man's in charge of a heavy-duty fleet numbering hundreds he gives his vehicles the 3-star winter-and-summer protection of Syncol B against ★ frost ★ rust ★ scale.

Get Syncol B in the radiators, and frosts harder than the hardest known in Britain are powerless to harm engines. In summer Syncol B goes right on working for you, fighting rust, corrosion, scale.

With Syncol B there is no risk of overheating. Syncol B is stable, does not evaporate, flows freely, does not froth. Syncol B has been tested, approved, is used and strongly recommended by Foden's and Guy Motors.

**SYNCOL 'B'**  
*ethylene glycol*  
**ANTI-FREEZE**  
gives 3-star protection against  
**FROST \* RUST \* SCALE!**  
for diesels and all heavy transport

DISTRIBUTORS: London & Home Counties: S. Norrish Ltd., 220, Great Portland Street, W.1. Midland Counties: Ernest Newton & Co. Ltd., Holt Street, Birmingham, 7. Birmingham N.E.: H. Bryan & Son, 285, Slade Road, Erdington, Birmingham. Eastern Counties: Ernest Newton & Co. Ltd., Swardston, Norwich. Gloucestershire, Wiltshire and Somerset: Ernest Newton (Western) Ltd., Charfield, Wotton-under-Edge, Glos. Birkenhead and Wirral Peninsular: J. Bennett, 67, Melwood Drive, Liverpool, 12. Liverpool: Turton & Truscott Ltd., 22, Upper Duke Street, Liverpool, 1. Wales: Grooms Industries, Newtown, Monmouthshire. Scotland: Charles Tennant & Co. Ltd., 22, Blythwood Square, Glasgow, C.2. Ireland (Northern): Turtle & Aird Ltd., 10, King Street, Belfast. Ireland (Eire): Edward Foley & Son Ltd., 63, South William Street (Off Exchequer Street), Dublin.

A product of Synthite Ltd.  
West Bromwich Tel.: Tipton 2245



MEMBER OF THE TENNANT GROUP OF COMPANIES





## Rangeability • Serviceability • Reliability

**CHESHIRE and NORTH WALES**  
MESSRS. TILSLEY & LOVATT, LTD.,  
Newstead Industrial Trading Estate,  
Blurton, Trentham, **STOKE-ON-TRENT**  
Tel.: Trentham 49861

**DERBYSHIRE**  
KAYS (DERBY), LTD.,  
Ashbourne Road, **DERBY**  
Tel.: Derby 40681

**EAST ANGLIA:**  
**CAMBRIDGESHIRE, NORFOLK,**  
**SUFFOLK, HUNTINGDONSHIRE**  
MESSRS. PARKER & SON,  
Fenstanton, **HUNTS**  
Tel.: St. Ives 3322/3/4

**LANCASHIRE and ISLE OF MAN**  
H. WOODWARD & SON, LTD.,  
Altcar Works, **FORMBY**, Lancs.  
Tel.: Formby 630

**LEICESTERSHIRE:**  
**NORTHAMPTONSHIRE, OXFORDSHIRE**  
PRICE'S (EARL SHILTON), Ltd.,  
New Street, **EARL SHILTON**, Leicester  
Tel.: Earl Shilton 3321/2/3  
Grams: "Lorries," Earl Shilton

**LONDON, ESSEX, HERTFORDSHIRE,**  
**MIDDLESEX, BEDFORDSHIRE,**  
**BUCKINGHAMSHIRE, KENT, SURREY,**  
**SUSSEX**  
NIGHTINGALE ENGINEERING CO., LTD.,  
Western Lane, Nightingale Lane,  
**LONDON, S.W.12**  
Tel.: BATCeres 2193/4/5/6

**MIDLANDS:**  
**WORCESTERSHIRE, WARWICKSHIRE,**  
**SALOP, STAFFORDSHIRE**  
RYLAND GARAGE, LTD.,  
Ryland Street, **BIRMINGHAM**  
Tel.: Edgbaston 4501-5  
Grams: "Diesel," Birmingham

**NORTHUMBERLAND and DURHAM**  
THEATRE GARAGE,  
Low Road, **SUNDERLAND**  
Tel.: Sunderland 58282/3  
Grams: "Reliance," Sunderland

**NOTTINGHAMSHIRE, LINCOLNSHIRE**  
SCOTTS OF NOTTINGHAM, LTD.,  
Wollaton Works, Lambourne Drive,  
**NOTTINGHAM**  
Tel.: Nottingham Deer Park 221/2  
Grams: "Thoscott," Nottingham

**SOUTH-WEST ENGLAND:**  
**DEVON, CORNWALL, GLOUCESTERSHIRE**  
**SOMERSETSHIRE, WILTSHIRE,**  
**DORSETSHIRE**  
MESSRS. COVENTRY & JEFFS, LTD.,  
Stafford Street, Bedminster, **BRISTOL, 3**  
Tel.: Bristol 6-4661 (4 lines)

**YORKSHIRE (CENTRAL and NORTH)**  
COMBERHILL WAKEFIELD GARAGES, LTD.,  
Olympia Garage, Ings Road, **WAKEFIELD**  
Tel.: Wakefield 6051

**YORKSHIRE (SOUTH)**  
FREEMAN OAKES & CO., LTD.,  
16/20 Fitzwilliam Street, **SHEFFIELD**  
Tel.: Sheffield 24241/2/3  
Grams: "Motorists," Sheffield

**SCOTLAND**  
JOHN MITCHELL OF GREENOCK, LTD.,  
76 James Street, Bridgeton, **GLASGOW**  
Tel.: Bridgeton 2574/5/6

JOHN MITCHELL OF GREENOCK, LTD.,  
Grey Place, **GREENOCK**, Scotland  
Tel.: Greenock 21313/4/5  
Grams: "Waylay," Greenock

**CUMBERLAND and WESTMORLAND**  
J. B. HUDSON, LTD.,  
Dixies Garage, Sandside, **MILNTHORPE**,  
Westmorland  
Tel.: Milnthorpe 2178-2179  
Night Service: Milnthorpe 2233

**SOUTH WALES:**  
**CARDIGANSHIRE, CARMARTHENSHIRE,**  
**PEMBROKE and WEST GLAMORGAN**  
J. & P. BEVAN, Ltd.,  
Clarence Terrace, **SWANSEA**  
Tel.: Swansea 52142  
Grams: Bevan 52142 Swansea

**SOUTH WALES:**  
**EAST GLAMORGAN and**  
**MONMOUTHSHIRE**  
ROSS GARAGES (SALES), LTD.,  
Penarth Road, **CARDIFF**  
Tel.: Cardiff 24671 (5 lines)

**HEREFORDSHIRE:**  
**BRECKNOCK and RADNOR**  
PRAILLS (HEREFORD), LTD.,  
Holmer Road, **HEREFORD**  
Tel.: Hereford 4221/2/3  
Grams: "Prailis," Hereford

**NORTHERN IRELAND**  
G. G. J. WALSH,  
1-5 Dayton Street, **BELFAST**  
Tel.: Belfast 23531 & 29551

NOTE: ALL AGENTS CAN SUPPLY FACTORY RECONDITIONED UNITS, SPARES AND ACCESSORIES



# ATKINSON

VEHICLES LIMITED



WINERY LANE • WALTON-LE-DALE • NR. PRESTON • LANCASHIRE  
PHONE: PRESTON 84284-5-6-7  
NIGHT SERVICE: 84284



## CLASSIFIED

THE  
COMMERCIAL  
MOTOR

## ADVERTISEMENTS

**PRESS DAY.** Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY.** Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

**RATES:** 8d. per word (Minimum 12 words 8/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/- Series discounts of 5% for 13, 10% for 26 and 15% for 33 consecutive insertions allowed to trade advertisers.

**TERMS:** Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

**REMITTANCES:** Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**THE PROPRIETORS** retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

**BOX NUMBERS.** Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circulating and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**HEAD OFFICES:** Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

**BRANCH OFFICES:**

Baylis House, Hurst St., Birmingham, 5. Telephone: Midland 6616.  
50, Hertford St., Coventry. Telephone: Coventry 62464.  
1, Brazanosa St., Manchester. Telephone: Deansgate 6114-8.  
12, Ranfield St., Glasgow. Telephone: Glasgow Central 1413.

## GOODS VEHICLES FOR SALE AND WANTED

## USED GOODS VEHICLES

## A.E.C.

**6 X 6** Unregistered ex-W.D. Diesel/petrol chassis and cabs, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only, M.O.S. rebulds. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-644

**A.E.C.** Matador 4 x 4 Diesels, genuine low mileage, ex-M.O.S. vehicles, reconditioned in our workshops, complete with 7-ton winch, H.D. draw-bar gear, front and rear, independent certificate of inspection with each vehicle. Faulkners (Transport), Ltd., Broadcut Wallington, Fareham. Phone, Fareham 3142 and 2664. 781-53

**A.E.C.** Matadors, tractors, Diesel, ex-M.O.S., reconditioned 7.7-litre Diesel engines, 4 x 4 and 6 x 6 with power winches, A.E.C. 2,500-gal. tankers, unregistered, ex-M.O.S., T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 781-152

**1955** A.E.C. Mammoth Major 8-wheeler, new 9.6 engine, 40 by 8 tyres, double drive, very low mileage. Apply Box CM8111, care of "The Commercial Motor." 781-120

**1952** A.E.C. 8-wheeler, 9.6 engine, air brakes, double drive, 24-ft. drop-side body, new-type full-fronted cab, in excellent order throughout, any trial, bargain. 781-120

**1949** A.E.C. 4-wheeler, 9.6 engine, 24-ft. platform body, clean and in very good running order. 781-120

**1947** A.E.C. 4-wheeler, 7.7 engine, in good running order. 781-120

**1947** A.E.C. 8-wheeler, 3,600-gal. tanker, in good running order, 7850; also other A.E.C. vehicles. Terms and exchanges. 781-120

**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 175. 781-25

**A.E.C.** Mammoth Major 8-wheeler, first registered January, 1950, 9.6-litre engine, double drive rear bogey, air brakes, fitted with drop-side body, unladen weight 7 tons 12 cwt., tyres 25", worn only, the whole vehicle in first-class condition and ready for immediate service. Bargain £1,150, or near offer. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 781-81

**A.E.C.** Mammoth Major Mark II, 21-ft. alloy bodied hydraulic end tipping bulk grain lorry, double drive, new Michelin C20Y tyres, £1,250. W. Jordan and Son, Holme Flour Mills, Biggleswade, Beds. Phone 2001. 781-99

**A.E.C.** Matador, 4 x 4, unregistered, ex-government, 7.7 Diesel engine, 7-ton winch, compressed air braking system, very low mileage, 6650. Edgware 2572. 781-72

**1949** Genuine A.E.C. Monarch 19-ft. flat, mechanically sound, one owner from new, £350. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 3623. 781-306

**TWO** 1949 A.E.C. Monarchs, Pilot twin-ram tippers, coal bodies, sound and clean, £900 each. Southern Contractors, Sevenoaks. Phone 4726. 782-2024

**20** FT. A.E.C. double-drop-sided body. T. and F. Archway 4582. 781-414

**1949** A.E.C. Matador tractor, 7.7-litre Diesel engine, with articulated timber trailer, fitted with Hibe joint, in perfect condition, can be seen working. Phone, Treynon 245. 781-467

## ALBION

**6 X 6** Unregistered ex-W.D. low-mileage M.O.S. rebulds, c/w winches. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-645

**ALBION** cabs, jig built, quick delivery, all types. A. Laurie and Sons, Falkirk, Scotland. Phone 307. 783-6609

## Used Goods Vehicles (contd.)

**1955** ALBION Chieftain short-wheelbase tipper, alloy body, 6650. Hamblins Garage, Rectory Rd., Rushden 3211. 781-145

**ALBION** 7-ton Diesel platform lorry, first registered 1946, 17-ft. body, unladen weight 4 tons 9 cwt., 26 lb., fitted with overdrive, in very good condition, £300; can be supplied with Dyson trailer with 15-ft. 6-in. platform on 10.50 by 20 tyres, £125. 781-180

**WOODLANDS MOTORS (THUNDERLEY), LTD.,** Manor Trading Estate, Church Rd., Thunderley, Essex. South Benfleet 2788. 781-180

**ALBION** FT3 1947 5-ton tipper, alloy body, 685, 6188. Firbright Garage, Firbright Rd., Southfields, Vandyke 781-327

## ATKINSON

**THE NIGHTINGALE ENG. CO., LTD.,**

ATKINSON VEHICLES.

LONDON SALES AND SERVICE STATION,

FAVOURABLE DELIVERIES

ALL MODELS.

PART-EXCHANGES AND H.P. ARRANGED.

NEW AND USED 8-WHEELERS ALWAYS IN STOCK

**THE NIGHTINGALE ENG. CO., LTD.,**

BALHAM S.W.12. BAT 2193 (five lines). 222-628

## COMBERHILL GARAGES, LTD.

DISTRIBUTORS ATKINSON VEHICLES.

COMPLETE STANDARD RANGE NOW AVAILABLE FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.

PLEASE FORWARD INQUIRIES

BODYWORK CONSTRUCTED TO REQUIREMENTS

PART-EXCHANGE TRANSACTIONS UNDERTAKEN

INGS ROAD, WAKEFIELD.

PHONE, WAKEFIELD 2241.

(Five lines). 222-851

**1954** ATKINSON 8-wheeler, double drive, first-class condition, can be seen working.

**J. CAMPBELL PARK, LTD.,** Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 781-210

## CLASSIFIED ADVERTISEMENTS

## INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE	Page 53
AND WANTED	" 55
NEW GOODS VEHICLES FOR SALE	" 65
USED PASSENGER VEHICLES FOR SALE	" 67
AND WANTED	" 70
NEW PASSENGER VEHICLES FOR SALE	" 71
MISCELLANEOUS VEHICLES FOR SALE	" 71
AND WANTED	" 72
SPARE PARTS AND SUPPLIES	" 72
MISCELLANEOUS ADVERTISEMENTS	" 78

## Used Goods Vehicles (contd.)

**PRICE'S (EARL SHILTON), LTD.,**

THE MAIN ATKINSON DISTRIBUTORS.

COMPREHENSIVE spares always available.

**ALL** new machines, fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges. 4LK, 4LW, 5LW and 6LW Gardner engines in stock.

**PRICE'S (EARL SHILTON), LTD.,**

"THE ATKINSON PEOPLE."

NEW STREET,

EARL SHILTON,

NEAR LEICESTER.

Phone 3321-2-3. 222-840

**SCOTTS OF NOTTINGHAM, LTD.,**

LAMBOURNE DRIVE, NOTTINGHAM.

Phone, Deer Park 221-2.

**ATKINSON MAIN DISTRIBUTORS.**

FAVOURABLE DELIVERY OF ALL MODELS.

6-17 TONS.

SALES, SERVICE, SPARES. 781-141

**1945** ATKINSON 8-wheeler, double drive on 40 by 8 tyres, rear bogie overhauled, fitted new spring hangers, balance beams, etc., fitted new A.E.C. 7.7 engine by A.E.C. less than 500 miles ago, been standing for six months, best offer.

**PRICE'S (EARL SHILTON), LTD.,** New St., Earl Shilton, Leics. Phone Earl Shilton 3321-2-3. 781-166

## ATKINSON

DISTRIBUTORS FOR

WESTMORLAND AND CUMBERLAND,

**J. B. HUDSON,**

DIXIES GARAGE, SANDSIDE,

MILNTHORPE, WESTMORLAND.

## ATKINSON

DISTRIBUTORS FOR

WESTMORLAND AND CUMBERLAND.

781-60

**1954** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, auto lubrication, good tyres, one careful owner.

**1955** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, 40 by 8 new tyres, reconditioned chassis.

**1957** ATKINSON 8-wheeler chassis and cab, auto lubrication, as new condition, sold with name guarantee as makers.

**NEW** ATKINSON 8-wheel heavy oil tanker, 3,600 gal.

3 compartments, Butterfield tank, lagged and steam coil, immediate delivery.

**MIDLAND Distributors, Ryland Garage, Ltd., Ryland**

**St., Birmingham, 16. Edgbaston 4501-5. 781-443**

A37



Used Goods Vehicles (contd.)

AUSTIN

TWO very low-mileage AUSTIN 6 x 4 chassis and cabs, unregistered, excellent condition, new batteries, £300 each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255.

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,  
TOTTENHAM, N.15.  
PHONE, STAMFORD HILL 8000.

SERVICE AND SPARES.

SPECIALISTS IN ALL TYPES OF BODYWORK.  
222-6990

2 X 2, 4 x 4, 6 x 4 unregistered ex-W.D. trucks, good selection, one only new Loadstar. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

L. F. DOVE (C.V.), LTD.

1956 AUSTIN 7-ton drop-side Diesel truck, £850.  
1956 AUSTIN 5-ton long-wheelbase normal-control 6-yd. tipper, £600.  
1955 AUSTIN 5-ton forward-control drop-side truck, £495.  
1954 AUSTIN long-wheelbase normal-control 6-yd. tipper, £345.

L. F. DOVE (C.V.), LTD.

AUSTIN HOUSE,  
96-98 LOWER ADDISCOMBE RD., CROYDON.  
Add 3131. 781-29

AVAILABLE in approximately three weeks, 1954 long-wheelbase AUSTIN petrol cab and chassis, one owner-driver, forward-control Penman cab, all steel, very sound throughout, heavy-duty chassis. J. B. Hudson, Dimes Garage, Middlesbrough, Westmorland. 781-91

B.M.C. 7-ton with extended wheelbase giving 20-ft. platform body, in first-class order, first registered December 1955, £900.  
J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 781-300

THE CAR MART, LTD.  
SIX MONTHS' GUARANTEE  
WHERE STATED.

1957 AUSTIN A152 Omnitruck, 18,000 miles, guaranteed, £445.  
1957 AUSTIN A152 Omnivan, 6,000 miles, guaranteed, £495.  
1957 AUSTIN A50 van, 15,000 miles, guaranteed, £465.  
1957 AUSTIN A35 van, 14,000 miles, guaranteed, £375.  
1955 AUSTIN 1-ton van, £395.  
1951 AUSTIN A70 van, £215.  
1955 AUSTIN A40 van, £275.  
1955 AUSTIN A40 pick-up truck, £310.  
1952 AUSTIN A40 Utility, £325.

THE CAR MART, LTD.

WELSH HARP,  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 781-40

AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries, £110 each. Flitwick Service Station, 74 Amptill Rd., Flitwick, Beds. Flitwick 244. 781-352

1955 AUSTIN A40 van, good condition, new engine fitted, £325.  
1951 A70 pick-up, one owner, £200.

COOMBS COMMERCIAL (GUILDFORD), LTD.  
Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 781-242

H. A. S. SAUNDERS, LTD.  
AUSTIN DISTRIBUTORS.

AUSTIN 1955 2-ton long-wheelbase truck with side raves, low mileage green.  
AUSTIN 1956 LD2 van, green.  
AUSTIN 1955 LD2 van, blue.  
AUSTIN 1955 LD1 vans; choice of five.  
AUSTIN 1955 LD22 vans; three.  
AUSTIN 1955 LD1, extended chassis with 600 c.c. Luton body.  
THE above vehicles carry our Stand By guarantee. Hire-purchase, part-exchange bodybuilding.  
LWAY'S a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. S. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.  
Hillside 5272, ext. 22. 781-406

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 4046-8. 781-399

Used Goods Vehicles (contd.)

WEYBRIDGE AUTOMOBILES, LTD.  
QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

1957 AUSTIN 5-cwt. A35 van, blue, fitted heater, passenger seat, mileage 25,000, one owner, £365. 781-377

1953 AUSTIN A40 van, 10-cwt., one owner, from £245.  
H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7607. 781-407

Austin Wanted

ADVANCE 5242.

AUSTINS wanted! Austins wanted!!  
AUSTINS wanted! Austins wanted!!  
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

LONG-WHEELBASE AUSTIN Loadstar, 2 tons, condition of coachwork immaterial. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 781-38

BEDFORD

HAMILTON MOTORS (LONDON), LTD.  
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORD 7-ton forward-control truck, Diesel.  
NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, Diesel.  
NEW BEDFORD 4-ton long-wheelbase normal-control truck, Diesel.  
NEW BEDFORD 7-ton short-wheelbase forward-control tipper, petrol.  
NEW BEDFORD, forward-control truck, Leyland Comet engine.  
NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.

1957 BEDFORD 10-12-cwt. van, £395.

1956 BEDFORD 10-12-cwt. van, £325.

1954 BEDFORD Dormobile, blue and red, £395.

1955 BEDFORD 10-12-cwt. Utility, £295.

1952 BEDFORD 3-ton platform, £295.

1955 BEDFORD 5-ton long-wheelbase tipper, £595.

1952 BEDFORD 5-ton long-wheelbase truck, £295.

1950 BEDFORD 5-ton long-wheelbase truck, £195.

1952 BEDFORD 7-ton long-wheelbase truck, £295.

1956 BEDFORD Utilabake, green, £425.

1955 BEDFORD Dormobile, grey and green, £425.

1954 BEDFORD Dormobile, brown and cream, £395.

1955 BEDFORD 10-12-cwt. van, £275.

SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.  
PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.  
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD.

466-480 EDGWARE ROAD,  
LONDON, W.2.  
Phone, Paddington 0022 (12 lines). 781-335

SAVILLE MOTOR SALES, LTD.

OFFER THE FOLLOWING EX-DEMONSTRATION  
BEDFORDS

AT GREATLY REDUCED PRICES.

7-TON BEDFORD long drop-side lorry, Leyland Diesel engine, 9.00 by 20 12-ply tyres, three-piece wheels, price, £1,745.  
6-TON BEDFORD short-end hydraulic tipper, fitted with 300 cu. in. Diesel engine, 7.50 by 20 12-ply tyres, price, £1,325.  
5-TON BEDFORD forward-control drop-side lorry, fitted with 300 cu. in. Diesel engine, 14-ft. body, 7.50 by 20 10-ply tyres, price, £1,265.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.  
PHONE, STRATFORD-ON-AVON 3681.

BIRMINGHAM ROAD.

STRATFORD-ON-AVON. 782-6704

BILL WALTON, LTD.

1954 30-cwt. BEDFORD truck, £250.  
1950 BEDFORD-SCAMMELL tractor and 20-ft. trailer, one owner, £335.  
1952 BEDFORD long-wheelbase tipper, new body, £250.  
1947 2-ton Luton, £85.

CHAPPELL'S GARAGE, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 781-435

Used Goods Vehicles (contd.)

CARMO OF LONDON,

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

1955, October, BEDFORD C.A. van, £310.  
1954, October, BEDFORD C.A. van, £275.  
1955, March, BEDFORD Utilabus, £365.  
1954, September, BEDFORD C.A. van, £300.  
1955, November, BEDFORD C.A. van, £285.  
1955, February, C.A. van, £340.  
1956, November, BEDFORD C.A. 15-cwt. van, £340.  
1956, June, BEDFORD C.A. van, £305.  
1956, May, BEDFORD Utilabake, £485.  
1957, July, BEDFORD C.A. van, £275.  
1954, March, BEDFORD 15-cwt. C.A. van, £545.  
1958, August, BEDFORD C.A. van, £350.  
1956, November, BEDFORD C.A. van, £395.  
1957, January, BEDFORD C.A. van with windows, £310.  
1955, January, BEDFORD 30-cwt. van, £320.  
1953, December, BEDFORD 2-ton long-wheelbase truck, £265.  
1949, October, BEDFORD 2-ton long-wheelbase truck, £295.  
1951, August, BEDFORD 2-ton short-wheelbase truck, £265.  
1949, BEDFORD 2-3-ton long-wheelbase vans, choice of two, £350.  
1951, December, BEDFORD 2-ton long-wheelbase boxvan, £150.  
1954, BEDFORD 3-ton truck, £465.  
1954, August, BEDFORD 5-ton long-wheelbase, petrol, chassis cab, £275.  
1950, BEDFORD 5-ton long-wheelbase, petrol, chassis cab, £250.  
1952, January, BEDFORD 5-ton long-wheelbase platform truck, £75.  
1951, March, BEDFORD 5-ton long-wheelbase van, £125.  
1952, August, BEDFORD 5-ton Diesel 1,350-cu.-ft. Luton, £850.  
1955, January, BEDFORD 5-ton Diesel platform truck, £725.  
1952, February, BEDFORD 7-ton long-wheelbase truck, £225.  
1947, BEDFORD Luton van, 1,250 cu. ft., £265.  
MANY more available. Please send for full list.

THE NEW BEDFORD

NORMAL-CONTROL RANGE

AVAILABLE FOR IMMEDIATE DEMONSTRATION  
AND EARLY DELIVERY.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE  
OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,  
LONDON, N.W.5.

Gulliver 5555. 781-334

SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford's, all models; sent anywhere in Britain.  
TIPPER'S a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.  
56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. 222-775

K.J. MOTORS LTD.

BEDFORD OFFICIAL MAIN DEALERS.

1952 BEDFORD short-wheelbase petrol tipper, metal drop-side body, very good, £295.  
1958, March, BEDFORD Utilabake special, finished in ivory and beige with green interior, 6,000 miles only, offered £108 under cost, £550.  
1948 Petrol drop-side truck, finished in grey, a one-owner vehicle with excellent tyres, £150.  
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 781-265

PARSONS AND PARSONS (GARAGES), LTD.

1956 BEDFORD C.A. van, £395.  
1951 BEDFORD 7-ton long-wheelbase S type, petrol, £525.  
1951 BEDFORD 7-ton long-wheelbase S type flat, petrol, £300.  
1954 BEDFORD 7-ton drop-side truck, petrol, £425.  
1948 BEDFORD 5-ton long-wheelbase truck, petrol, £200.  
1952 BEDFORD truck, Scammell tractor, Comet engine, Diesel, £640.  
1954 BEDFORD van, £275.

SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.

PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.

PHONE, POTTER STREET 121-2-3. 781-222

Used Goods

LAWSON

OFFICIAL  
WE have a  
10-cwt. van  
sound value.

YOU are  
to use  
will  
needs. Demon  
without obligat

GOOD select  
that we  
to one.  
PART-EXCH  
FULL hire-p

BRAND-NE  
cab, no  
chassis, overha  
approximately  
SALES staff

184

320 M

ARL  
OUR RE  
SE

COMPREH  
PERSONNEL

1956

1955

1955

1954

1951

COMPREH  
HIGH ROA

25-27

CORR

SALES

4 X 2

also very c  
Cundey and  
Leabrook

1953

1954

1948

PHONE

Engin

1956

Luton.

5-TON

drop-s  
to clear.

NEW F

NEW I

1956

1950

1952

1951

REMIN

Clerk



## Used Goods Vehicles (contd.)

### LAWSON PIGOTT MOTORS, L. TD., OFFICIAL BEDFORD MAIN DEALERS.

WE have a wide range of good used BEDFORDS from 10-cwt. vans to 5-ton tractor units, every one good sound value. Our stocks are ever changing.

PHONE, BARNET 1061.

YOU are a busy man and cannot find time to come to us? Without obligations on your part our representative will come to you to discuss your transport needs. Demonstrations at and where convenient to you without obligations.

### NEW BEDFORDS.

GOOD selections ex-stock or early delivery most models that we can back with an after-sales service second to none.

PART-EXCHANGES? Certainly!

FULL hire-purchase facilities.

### BEDFORD LUTON VANS!!

BRAND-NEW coachbuilt bodies of 1,000 cu. ft., integral cab, no loading well, on Bedford 4-ton O-model chassis, overhauled and fully guaranteed, unladen weight approximately 2 tons 16 cwt., in primer.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD.

NEW BARNET.

Phone, Barnet 1061.

AND

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

Phone, Riverside 4111.

781-310

### ARLINGTON MOTOR CO. L. TD.,

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

### USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND

PERSONNEL CARRIERS ALWAYS AVAILABLE.

1956 BEDFORD petrol, 7-ton long-wheelbase with

platform body.

1955 Petrol 5-ton short-wheelbase tipper.

1955 Petrol 7-ton with 16-ft. platform body.

1954 Diesel (Comet engine) 7-ton with 16-ft. platform

body.

1951 Petrol 4.5-ton boxvan.

MAY WE

QUOTE YOU

FOR YOUR

### NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.

HIGH ROAD, PONDERS END, ENFIELD, MIDD.

Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.

Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY.

781-280

4 X 2, 4 x 4, unregistered, ex-W.D., low mileage, Mo S., rebuilt O.L.s, c/w winches if required, also very excellent selection of O.V. trucks with V.G. cabs Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 47.

1953 BEDFORD A-type tipper, petrol, reconditioned, £325.

1954 BEDFORD A-type tipper, petrol, reconditioned at a cost of £250, excellent condition, £450.

1948 BEDFORD 5-ton tipper, £285.

PHONE, Ripplaway 4099. Can be seen opposite Albon Engineering Works, North St., Barking, Essex.

783-6685

1956 BEDFORD with Leyland engine, alloy body with boiler and 900 by 20 tyres. Porter Hill, London. Phone 1651.

782-x1786

5-TON O model BEDFORD long-wheelbase, double-drop-side bodies, choice of two, one with tilt, cheap to clear. C. W. Grace, Ltd., Maidenhead 126.

781-x1706

### CAPITAL MOTOR CO. L. TD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.

NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.

1956 BEDFORD 10-12-cwt. van, roller shutters at rear end, £345.

1950 (Registered) BEDFORD tractor unit, Diesel, £275.

1952 BEDFORD 4-ton truck, with helper springs, £150.

1951 BEDFORD 2.3-ton truck, reasonable condition; choice of two, from £135.

REMINGTON ST., City Rd., N.1. (Near Angel.)

781-324

## Used Goods Vehicles (contd.)

### E. J. BAKER AND CO. (DORKING), L. TD., BEDFORD MAIN DEALERS.

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

NEW BEDFORD CA vans available, early delivery.

1953 HAWSON 35-cwt. van, in exceptional condition, used for light work only, finished in dark blue.

CHOICE of several second-hand BEDFORD vans and Utilities.

SEVERAL drop-sided trucks and choice of several S-O-type tippers.

SCAMMELL trailers, several. Inquiries welcome.

1,000-CU.-FT. pantechnic; O-type chassis and lightweight body, all in above-average condition.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD.

STAINES.

Staines 4211 (five lines).

1953 BEDFORD 5-ton A-type long-wheelbase truck, good tyres, good condition, £385.

1952 BEDFORD 5-ton O-type short-wheelbase tipper, P6 engine, very good condition, £294.

1952 BEDFORD O-type long-wheelbase boxvan, 850 cu. ft., very good condition, £194.

1949 BEDFORD 5-ton short-wheelbase tipper, 6-cu.-yd. steel body, excellent order, good tyres throughout, £195.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET.

CHERTSEY

Chertsey 2391.

781-374

1951 BEDFORD 7-ton short-wheelbase steel-bodied tipper, £250. Geo. H. Kendrick, Ltd., Carriers

Green, West Bromwich 0778.

781-149

BEDFORD 7-ton R6 long-wheelbase truck, 900 x 20

tyres, now being serviced and available for inspection at—

SHELDON MOTOR SERVICES, 2119 Coventry Rd.,

Birmingham, 26. Sheldon 4386-7-8.

781-133

1953 and 1955 BEDFORD A-type Diesel 5-ton short-wheelbase

tipper, in excellent condition, from £425. Cox's Motors (Hill Top), Ltd., 127 Hill Top,

West Bromwich. Phone, Wednesbury 0470 and 1047.

781-174

1957 BEDFORD-SCAMMELL Diesel artic. unit with 20-ft. Scammell trailer, one owner since new, small mileage, £800.

1955 BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.

1953 BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £350.

1955 BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock.

Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.

Phone, Stevenage 175.

781-113

1956 BEDFORD C.A. 10-cwt. van, as new, £345.

1955 Ditto, £285.

JOHN JORDAN, Manor Garage, Sandy, Beds.

781-60

BEDFORD OL 4 x 4 chassis and cabs, completely stripped, rebuilt and repainted, and prepared for export, 10.50 by 20 tyres, all 90%, complete with new, uncharged battery, ready for shipment, £200 each.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788.

781-184

1954 7-ton long-wheelbase BEDFORD truck, one owner, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

781-249

1955 BEDFORD 10-12-cwt. van, £295.

H. SPRING, 108 Alexandra Park Rd., N.10.

L. Enterprise 7667.

781-409

1954 BEDFORD, R6, long-wheelbase flat platform, one C licence owner, £495. The Barnstaple

Motor Co. Phone 2264; Telex 46-302.

781-xA2048

### Bedford Wanted

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices.

222-506

BEDFORD. All types wanted.

BEDFORD. All types wanted.

PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

781-315

7-TON S model required, smashed or burnt out would do.

MEADWAY COMMERCIALS, Bordenley Green Rd., Birmingham, 9. Victoria 4933.

781-74

## October 17, 1958—THE COMMERCIAL MOTOR 55

(Supplement)

## Used Goods Vehicles (contd.)

### ADVANCE 5242.

BEDFORDS wanted! Bedford wanted!!

BEDFORDS wanted! Bedford wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

### ADVANCE 5242.

781-473

### B.M.C.

1955, December, 7-ton B.M.C. recent service engine, starb. and axle, £825. Phone, Watford 781-312

31863.

### COMMER

1952 COMMER forward-control 7-ton drop-sided truck, Romilly Motor Co., Ltd., Card. ff.

Phone 29721-2.

FOUR COMMER Q4 4½-yd. tipping vehicles, 1948, £110 each o.n.o. App'y Cawood Wharton and Co., Ltd., King's Highway Garage, S.E.18. Woo 1766.

781-88

NEW COMMER long-wheelbase Rootes Diesel, very latest cab, 5 speed, air brakes, 900 by 20, ca. stock.

COMMER Rootes Diesel, 18-ft. platform, one C licence owner, £925.

1956 Registered COMMER QX petrol, 7-ton, 18-ft. platform, £275.

1955 Registered COMMER QX petrol, 5-ton, 3½-yard tipper, £275.

1950 COMMER QX 7-ton, 16-ft. 6-in. drop-sider, £175.

1951, November, COMMER 10-12-ton articulated unit, 22-ft. B.T.C. 4-in-line platform and one low-load 17-ft. platform, £425 the lot.

1951 COMMER Q3 13-ft. drop-sider, heater, £125.

PART-EXCHANGE or H.P. arranged.

JOHN JORDAN, Official Commercial Agents, Manor Garage, Sandy, Beds. Phone 271.

781-61

COMMER 7-tonner TS3 Diesel long-wheelbase drop-side truck, July, 1957, low mileage, in excellent condition throughout. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047.

781-173

COMMER 7-ton TS3 long-wheelbase, 9.00 by 20 tyres, air brakes, ex-demonstrator, reduced price, chassis and cab only.

PRICE'S (EARL SHILTON), LTD., New St., Earl Shilton, Leica. Phone Earl Shilton 3321-2-3.

781-171

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used B commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310.

781-232

1957 COMMER Cob, 15,000 miles, £375.

COOMBS COMMERCIAL (GUILDFORD), LTD., 2, Fortis north Rd., Guildford, Surrey. Phone, Guildford 6297.

781-245

SMITH AND BLACKWELL, LTD., offer—

1956 COMMER 8-cwt. van, blue, very good condition, fold-in floor rear seat, one owner, £375.

1954 COMMER 8-cwt. van, green, very good condition, one owner, £260.

1950 COMMER OX 7-ton short-wheelbase drop-sided truck, £150.

COMMER OX 7-ton long-wheelbase, engine overhauled, platform body, £240.

325 ESSEX RD., Islington, N.1. Canonbury 6451.

781-363

1953 COMMER vans, plain, from £265.

H. SPRING, 108 Alexandra Park Rd., N.10.

L. Enterprise 7667.

781-408

### Commer Wanted

COMMER long-wheelbase TS3 wanted, state body length, weight and tyres. R. Dakin, Park

Kidsgrove, Staffs.

781-x2022

### DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amphilil, Bedford. Amphilil 222-097

ONE DENNIS Diesel-engined Pax 6-ton double-drop-side truck, first registered March, 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle, £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667.

781-80

1955 DENNIS Stork 15-ft. drop-sider. What offers?

1945 DENNIS Max, 18-ft. platform, £275.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271.

1947 DENNIS Pax lorry, normal control, petrol, long wheelbase, 750 by 20 tyres.

APPLY DENNIS Garage, Ltd., Sutton Rd., Wisbech. Phone, Wisbech 745.

781-320

### DODGE

DODGE 7-ton 1955 R6 18-ft. body, 146 model, 900 x 20

tyres, 2-speed Eaton axle, now being checked over in our workshop and available for inspection at—

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Sheldon 4386-7-8.

781-134

1953 DODGE 195 P6 long-wheelbase drop-side bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carers Green, West Bromwich 0778.

781-147

A39



**Used Goods Vehicles (contd.)**

**AVAILABLE** in 2-3 weeks, 1949 DODGE 5-ton flat, Perkins P6 engine, J. B. Hudson, Dixie Garage, Miltonthorpe, Westmorland. 781-92

**DODGE** 5-6-tonner, long wheelbase, October, 1956, exceptional condition, fitted Eaton 3-speed axle, well tired, ready for work, £800. Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 781-105

**1956 DODGE** 105 P6, insured, first-class order, owner-driver; 1953 Dodge 105 P6, insured, reconditioned engine, £480. Bridport 2997. 781-109

**1955 DODGE** 106 P6 16-ft. drop-side truck, very good tyres, general condition good, £695. J. Urquhart and Son, Ltd., Butte Rd., Alton, Hants. Phone 2838. 781-167

**DODGE** 105 P6, long-wheelbase, registered No. LYO 72, recent, new engine, cab, body, steering box, rewired, price £475. Phone, Watford 36528 or 31863. 781-311

**MAIN DODGE DISTRIBUTORS.**

**FERRARIS OF CRICKLEWOOD, LTD.**

200-20 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

**ALL** new models prompt delivery.  
**FULL** range of spares for all models.  
**SALES** and service. Perkins Diesel service.  
**SEE** our Miscellaneous Section advertisement for used DODGE vehicles. 781-317

**G.T.C. (COMMERCIALS), LTD.**

**1955 DODGE** 5-ton short-wheelbase tippers, 5-cu.-yd. wooden drop-side bodies, very clean, one owner, choice of two, £425 each.

**G.T.C. (COMMERCIALS), LTD.**, 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 781-474

**1947 DODGE** 5-ton pantechnicon, 1,200 cu. ft., very good condition, £390.

**DODGE** 5-ton long-wheelbase platform truck, very clean condition, £65.

**COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 781-243

**1956 DODGE** 106 P6 cattle conveyor with Baico extension, body length 18 ft. with double-birth loading, one C-licence operator, £575. William Ripley, 17 Heath St., Dartford, Kent. Dartford 5480. 781-294

**1951 3-ton boxvan**, Ford 4D engine, £350.

**EAST GREENWICH GARAGE, LTD.**, Trafalgar Rd., S.E.10. Gre 4776-7. 781-285

**DODGE 105P6** 16-ft. truck, 1951, good condition, well shod, £275. Hoddessdon 2775. 782-x2044

**Dodge Wanted**

**WANTED**, DODGE, 1951 onwards. Phone or write **CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. 781-111

**GRE 2033-4.**

781-314

**E.R.F.**

**1938 E.R.F.**, excellent condition for age, £195. Hamblins Garage, Rectory Rd., Rushden 3211. 781-111

**E.R.F.** Tractor unit with Crane pole trailer, unit fitted with A.E.C. 7.7 engine nine months ago, rear axle renewed six months ago, new cab recently, in very good condition and ready to work. Apply Box CM8110, care of "The Commercial Motor". 781-119

**1948 E.R.F.** 12-ton 6-wheeler boxvan, double drive, 24-ft. body, 6LW engine, 5-speed box, in good running order, £475.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 781-23

**NEW E.R.F. 44G**, 4-wheel, 20-ft. platform, immediate delivery.

**1940 E.R.F.** Twin-steer, light 6-wheeler, 4LW, £395.

**JOHN JORDAN**, E.R.F. Distributors, Sandy, Beds. 781-62

**FODEN**

**FODEN** 12 on 6-wheel trucks, unregistered, Gardner 6LW, on 1400 by 20 bus single tyres, £900 each, 36 by 8 (twin rear), £1,000 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 782-765

**ONE** 12-yd. FODEN tipper, 1936, 4LW engine, £200 o.n.o.; one 12-yd. Foden tipper, 1941, 4LW engine, £375 o.n.o. Apply Cawood Wharton and Co., Ltd., King's Highway Garage, S.E.18. Wool 1766. 781-89

**1951 FODEN** 8-wheelers, FG6 models, 6LW engine, 5-speed box, double-drive, 25-ft. platform and drop-sided bodies, in excellent running order, choice of four.

**FODEN** 4-wheeler with 19-ft. drop-sided body, 4LW engine, clean and in very good order, any trial, £325.

**1948 FODEN** 8-wheeler, 24-ft. platform body, 6LW engine, 5-speed box, double-drive, in very good and clean condition, £650. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 781-27

A40

**Used Goods Vehicles (contd.)**

**FODEN** 7-ton platform lorry Model DG5, with Gardner 5LW Diesel engine, rebuilt forward control cab, 15-ft. body, in regular use and in good running order, £200.

**WOODLANDS MOTORS (THUNDERSLEY), LTD.**, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 781-181

**1951 FODEN** 8-wheeler drop-side, 6LW engine, ready for work, £1150.

**RYLAND GARAGE, LTD.**, Ryland St., Birmingham. 16, Edebaston 4501-5. Grama "Diesel". 781-444

**FORD THAMES AND FORDSON**

**4X4 WOT6**, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 781-648

**1951 FORDSON** ET7, P6 engine, good runner, £150. Justice, Langley Mill 3182. 781-136

**1955 Thames** 3-ton long-wheelbase (4-cylinder) 4D heavy-duty Diesel truck, excellent condition and repainted, £525. Bryan Bros., Ltd., The Centre, Bristol, 1. 781-158

**1951 3-ton FORDSON** van, petrol driven, colour black, low mileage. Apply The Secretary, Gale, Bains and Co., Ltd., 274 Elderton Rd., Peckham, London, S.E.15. 781-106

**1955 4D long-wheelbase Diesel** van with well, 800 cu. ft., £675. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 781-39

**1951 P6 Diesel** Sussex 8-ton 6-wheeler lorry, very small mileage, £295.

**MEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 781-75

**1951 P6 Diesel**, 5-ton long-wheelbase drop-side truck, one C-licence user only, £245.

**MEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 781-76

**1956 FORD** 4D 4-yd. tippers, only used in factory, £475 each.

**JOHN JORDAN**, Manor Garage, Sandy, Beds. Phone 271. 781-64

**CHOICE** of several FORDS, fitted P6 engine, 5-ton long-wheelbase flat clean, unfettered, £250 each.

**PRICE'S (EARL SHILTON), LTD.**, New St., Earl Shilton, Leics. Phone, Earl Shilton 3321-2-3. 781-169

**FORDSON** 5-ton ET6, 1950, excellent box body, 13 ft. 6 in. by 6 ft., roller-shutter rear door, good tyres, very good mechanical condition, complete overhaul and replacement engine 15,000 miles ago, £125. Watford 24236. 781-214

**TWO** 1947 FORDSON pantechnicons, 900 cu. ft., £80 each.

**COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 781-244

**GORDON KING MOTORS, LTD.**

FORD AND THAMES DEALERS.

**TRADER** 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. long-loading Luton body, new and unregistered, ex works, £1,320.

**1957 Thames** 10-cwt. van, perfect order, 12,000 miles, £275.

**1957 Thames** 5-cwt. van, all extras, unwritten, choice of many, from £295.

**THAMES** 15-cwt. chassis and cab, fitted builder's truck body, new and unregistered, ex works, £585.

**HIRE-PURCHASE** deposit now from 10%.

**ALL** Thames models in stock for early delivery; any body built to your requirements.

**MITCHAM LANE**, S.W.16. Streatham 3133-4. 781-251

**1956 FORD** 4D 4-yd. tipper, very good condition, £425. Phone, Dominion 5671. 781-255

**1957 5-cwt.** van, finished in grey, a one-owner very low-mileage vehicle in excellent condition, £345.

**K.J. Motors, Ltd.**, Widmore Rd., Bromley, Kent. Ravensbourne 3456. 781-266

**A** 1956 FORD Sussex 6-wheel Diesel van, 34,000 miles, one owner, fitted nearly new tyres, approx. 1,500 cu. ft. aluminium body, no wheel boxes, the whole vehicle being in super condition, has not been working for the past six months, £1,150.

**MURCH ROAD MOTORS, LTD.**, Hadleigh, Essex. Phone, Had 57271; night calls, Southend 47348. 781-347

**WEYBRIDGE AUTOMOBILES DISTRIBUTORS, LTD.**

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 233.

**1957 FORD** 7-cwt. van, in primer finish, fitted heater, passenger seat, mileage 14,190, one owner, taxed end of year, £345. 781-138

**1955 FORD** 4D 5-ton long-wheelbase platform, good condition throughout, £485.

**E. BAKER AND CO. (DORKING), LTD.**, 55-61, London St., Chertsey 2391. 781-371

**1957 FORD** 5-cwt. Thames van, duo colours, in very good condition throughout, £335.

**1953 FORD** 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 781-401

**1955 Thames** 4D drop-side long-wheelbase, H.D. equipment, excellent condition, £450. 1956 Thames 4D 12-ft. drop-side tipper, H.D. equipment, excellent condition, £475. A. E. Hawley and Sons, Matlock 370, Derby. 781-x2073

**Used Goods Vehicles (contd.)**

**FRANK G. GATES, LTD.**

MAIN FORD DEALERS,  
GATES CORNER, E.18.  
Wan 6633.

**1954 FORD** 4D long-wheelbase truck, £395.

**1957 FORD** Trader 5-ton 6-cylinder petrol truck, £925.

**UNREGISTERED** 5-ton FORD 4D Trader chassis and cab, £925. 781-428

**C. D. BRAMALL, LTD.**, Queens Rd., Sheffield, 2. phone 24096-7, for the FORD Thames. 781-432

**GUY**

**GUY** Invincible, 18-ft. 9½-in. wheelbase, double drive, chassis and cab, fitted with 6LW Gardner engine, 5-speed gearbox, air brakes, 100 by 20 12-ply tyres and driver's cab heater. This vehicle is brand new and unregistered and has been used for exhibition purposes only, can be fitted with any type of body if required, bargain price £4,100, or near offer. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 781-219

**1950 GUY** Vizen 1,400-cu.-ft. Luton van, one owner, in good running order, for quick sale, £245. Iver 947. 781-341

**KARRIER**

**4X4** Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 781-649

**LAND ROVER**

**1956 LAND ROVER** model, excellent condition, low mileage, £450.

**1956 LAND ROVER** 107-in. fitted with Turner Diesie engine, £550.

**1954 LAND ROVER**, good condition, £375.

**1954** October, LAND ROVER station wagon, £550.

**1955 LAND ROVER**, excellent condition, many extras, £430.

**1955 LAND ROVER**, 86-in. wheelbase, with hard top, £425.

**COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 781-245

**LEYLAND**

**1954 LEYLAND** Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Ainsdale, Southport. 784-6669

**1953 LEYLAND** Octopus 8-wheeler, 5-speed gearbox, double-drive axles, 40 by 8 tyre equipment, 24-ft. 6-in. platform body, in very good condition throughout, available end of September, £2,400.

**BROWN AND ADAM, LTD.**, Bleachers, Dyers and Finishes, Transport Dept., Old Hall St., Kearsley, Farnworth, Lancs. 781-6695

**1952 LEYLAND** Octopus 8-wheeler, 600 engine, double-drive, 24-ft. 6-in. body, one owner, C-licence since new, in excellent order, any trial. Stevenage 175. 781-24

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 781-24

**J. CAMPBELL PARK, LTD.**, offers:—

**1956 LEYLAND** Octopus 8-wheel, double drive, automatic lubrication, in first-class condition and very good tyres.

**WE** also have coming in shortly a LEYLAND 8-wheel, double drive, year 1955, at a reasonable price.

**J. CAMPBELL PARK LTD**, Chidwail Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 781-209

**1950 LEYLAND** Steer, 21-ft. platform body, 9.00 by 12-ply tyre equipment.

**ARLINGTON MOTOR CO.**, High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 781-281

**LEYLAND** Beaver tractor and 20-ton low-loader machinery trailer, K.O. back axle, 16-ft. well, Box CM801, care of "The Commercial Motor". 781-309

**1946 LEYLAND** double-drive 8-wheeler, 8.6 engine, 23-ft. double-drop-side body, unladen weight 6 tons 16 cwt., mechanically sound, fitted 1954 cab, £550. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 781-305

**1953 LEYLAND** Octopus 8-wheeler, 5-speed gearbox, double-drive axles, 40 by 8 tyre equipment, 24-ft. 6-in. platform body, in very good order throughout; also a similar vehicle with double-panelled lift container, 24 ft. 6 in. by 7 ft. 6 in. by 7 ft. 3 in., reasonable offers considered.

**BROWN AND ADAM, LTD.**, Bleachers, Dyers and Finishes, Transport Dept., Old Hall St., Kearsley, nr. Bolton. Phone, Farnworth 236. 782-6711

**MAUDSLAY**

**THREE** unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass Ltd., Ampthill, Bedford. Ampthill 3255. 782-870

**1950 MAUDSLAY** twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side, 10.00 by 20 tyres, G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 781-148

**1946 MAUDSLAY**, 4LW Gardner, 5-speed gearbox, £125. C. Russett, 46 Clarence St., Southampton. Phone 26590. 781-68

**MAUDSLAY** fitted 4LW, £150.

**PRICE'S (EARL SHILTON), LTD.**, New St., Earl Shilton Leics. Phone, Earl Shilton 3321-2-3. 781-170

**1948 MAUDSLAY** Mogul Mk. II, 15-ft. tipping body, twin ram, mechanically sound, chassis cracked, £275. Would dismantle for spares. Body and tipping gear by Pilot. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 781-304



## Used Goods Vehicles (contd.)

### Maudslay Wanted

**MAUDSLAY** 4- or 6-wheel vehicles required, not earlier than 1948, body condition immaterial, give fullest details of condition, wheelbase, etc. W. P. and H. Co., Ltd., Knoford Nook, Otley, Yorks. Phone 3264. 781-2021

### MORRIS AND MORRIS-COMMERCIAL

**4X4** Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cundey and Stewart, Ltd., Alfreton Derbyshire. Phone, Leabrooks 477. zzz-650

**MORRIS** 1-ton van, 1954, repainted and ready for work, extremely low mileage.  
**SHELDON MOTOR SERVICES**, 2119 Coventry Rd., Birmingham, 26. Sheldon 4386-7-8. 781-155

**1956 MORRIS-COMMERCIAL** 10-ton forward-control prime mover, Diesel, Eaton 2-speed axle. James and Crockerell, Ltd., Durrington, Wills. Phone, Durrington Walls 348. 781-96

**1955 MORRIS-COMMERCIAL** Diesel 5-ton drop-side truck, forward control, long-wheelbase, in sound condition, one owner, £125. H.P. available at—  
**HERWINS**, of Woolwich O165, Herwin Canny and Co., Ltd., 40 Artillery Place, Woolwich, S.E.18. 781-191

### PALMERSTON OF KINGSTON,

**MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.**

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.**, 75-7 Penrhyn Rd., Kingston 5618. 781-288

**1954 MORRIS MINOR** 1-ton van, £265.  
**L. H. SPRING**, 108 Alexandra Park Rd., N.10. Enterprise 7667. 781-410

**1949 MORRIS** 5-cwt., very good condition, £125.  
**Cavendish Motors**, Cavendish Rd., N.W.6. Willesden 0046-8. 781-400

**1953-54 MORRIS** J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 781-402

**1952**, base double-drop-side oiler, replacement engine approximately one year, £325. The Barnstable Motor Co. Phone 2264. Telex 46-302. 781-2048

### SCAMMELL

**SCAMMELL** 8-wheeler for sale, best offer. Phone, Bermondsey 4577, or call at J. and H. Transport Services (Peckham), Ltd., Mobility House, Croft St., Deptford, S.E.8. 781-101

**MIDLAND ROAD TANK SERVICES, LTD.**, Middlemore Lane, Aldridge. Phone 52915-6-7.  
**SCAMMELL** tractor with 24-ft. 16-ton Scammell flat platform semi-trailer, in excellent condition. 781-95

**1950 SCAMMELL** articulated unit, 6LW engine, 6-speed box, air brakes, one owner since new, in exceptionally clean and good order with choice of 25-ft. platform trailer or 25-ton low-loader trailer. Terms and exchanges. Also various other good Scammell vehicles in stock.

**1949** SCAMMELL rigid 8-wheeler, 24-ft. platform body, 40 by 8 tyres, air brakes, in excellent running order, choice of two, £750 each.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 275. 781-112

**MIDLAND ROAD TANK SERVICES, LTD.**, Middlemore Lane, Aldridge. Phone 52915-6-7.  
**SCAMMELL** tractor with 24-ft. 16-ton Scammell flat tractor semi-trailer, in excellent condition. 781-127

**1944 SCAMMELL** tractor, 6LW Gardner engine, fully fitted axle on twin 40 by 8 tyres, £600. Kerby Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 776. 781-367

### SEDDON

**1953 SEDDON** artic., fitted Eaton 2-speed axle, 5-speed gearbox, 22-ft. B.T.C. trailer.  
**WEST TOWN DIESELS**, Broad St. Garage, Dewsbury. Phone 3504. 781-205

**1949 SEDDON** long-wheelbase truck, exceptionally clean, mechanically sound, £175. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 781-303

**1955 SEDDON**, long-wheelbase, aluminium body, as-new condition, £675. 373 Eastbank Rd., Sheffield 29139, 37529. 781-379

**1955 SEDDON** Diesel 7-8-ton drop-side, one owner, low mileage, good tyres, repainted, ready for work, choice of three.

**1954 SEDDON** 7-ton long-wheelbase drop-side.

**1949 SEDDON** Tasker 22-ft. articulated.

**RYLAND GARAGE, LTD.**, Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams: "Diesel." 781-446

**1954 SEDDON** Diesel P6, long-wheelbase truck, immaculate condition. Coppels Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 781-441

### THORNYCROFT

**4X4** Unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-651

**ANY** offers. **THORNYCROFT** long-wheelbase, rear axle, gearbox, radiator, springs, excellent condition. Mrs. E. Hales, 7 Manor Rd., Walsley, nr. Sheffield. 782-6702

## Used Goods Vehicles (contd.)

**1954 THORNYCROFT** 8-wheeler with 24-ft. platform body, double drive, air brakes, one owner since new, in excellent order, any trial, bargain.

**1949 THORNYCROFT** 8-wheeler, 24-ft. platform body, 6LW Gardner engine, air brakes, in excellent order £750.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 781-26

**THORNYCROFT** 4 x 4, ex-Government, unregistered, 8-cylinder Rolls-Royce petrol engine, 1,200 x 20 tyres. This vehicle is brand new, having done only 2,000 miles, would make ideal heavy breakdown vehicle, £250. Edgbaston 2574. 781-73

**THORNYCROFT** Trident Model RGCR6/11, short wheelbase, 1954, double drop-side panel body, Edbro tipper, vehicle good, tyres new, price £650. A. Corbett and Son, Wearhead. Phone, Wearhead 218. 781-2026

**COOMBS**, main Ford dealers.

**1949 THORNYCROFT** 5-ton long-wheelbase platform truck, very good condition throughout, 100% maintained, £235.

**COOMBS SERVICE STATION, LTD.**, By-park Rd., Guildford. Phone 62962-3-4. 781-366

**1955** sturdy Star long-wheelbase, one owner, 18-ft. platform vehicle, late-type cab, excellent tyres and condition, fully recommended for discerning owner requiring new vehicle at less than half list price, £795.

**RYLAND GARAGE, LTD.**, Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams: "Diesel." 781-445

### TROJAN

**1955 TROJAN** 1-ton long-wheelbase van, one owner, fitted Perkins Diesel engine, 5 ft. 9 in. head room, very good condition, finished primer.  
**FRANK WATSON (CROYDON), LTD.**, Thornton Rd., Thornton Heath. Tho 4221. 781-189

### VULCAN

**ANY** offers. **VULCAN**, chassis, gearbox, rear axle, springs, radiator, all in excellent condition. Mrs. E. Hales, 7 Manor Rd., Walsley, nr. Sheffield. 782-6703

**1952 VULCAN** 7G twin-ram tipper, 4-cylinder Gardner Diesel, 6-cu.-yd. wooden body, very good condition, £495.

**E. BAKER AND CO. (DORKING), LTD.**, 55-61 London St., Chertsey 1391. 781-372

### UNCLASSIFIED

#### L. A. RICH

#### OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

**FIVE BEDFORD** QL 4 x 4 950-gal. fuel-tanks, price £175 each

**FIVE** 4-wheeled 900-gal. Bowser trailers, price £150 each

**FIVE BEDFORD** Model OY 5-ton fixed-side trucks, price £90 each

**FIVE BEDFORD** 200-gal. water tankers, price £90 each

**FIVE AUSTIN** 4 x 4 fixed-side trucks, price £100 each

**90** 10-cwt. 2-wheeled trailers, fitted steel bodies and 600 by 16 tyre equipment, price £20 each

**COLDHAMS** Lane, Cherryhinton, Cambridge. Phone 97597. 783-6635

#### APPLEYARD OF LEEDS, LTD.

OFFER THE FOLLOWING VEHICLES

#### FOR SALE.

**1955 ALBION** Chieftain (export model), platform body, painted to customer's choice.

**1955 ALBION** Claymore, 10-ft. 6-in. drop-side body with Burtonwood lift, painted to client's requirements.

**1955**, December, **MORRIS B.M.C.** 7-ton 16-ft. 6-in. drop-side truck, power steering, Eaton 2-speed axle, ex-C licence operator.

**1955**, September, **MORRIS B.M.C.** 7-ton 17-ft. platform body, high headboard, power steering, Eaton 2-speed axle.

**THESE** vehicles are in excellent mechanical condition and are sold with a guarantee.

#### APPLEYARDS OF LEEDS, LTD.

NORTH STREET, LEEDS, 7.

Phone, Leeds 32731 (24 lines). 781-6689

#### SELLERS AND BATTY (SALES), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

Phone, Peterborough 4048; Midgate 320.

#### E.R.F., FORD SENTINEL.

**NEW E.R.F.** heavy-duty 4-wheel tractor unit, fitted Kolls-Royce oil engine, air brakes, double reduction rear axle, D.B. 10-speed gearbox, exhaust brake equipped for twin-line air trailer brakes, heavy-duty specification throughout, immediate delivery, special price.

**1954** FORD Thames E17 platform lorry, fitted Perkins P6, general condition very good.

**1955 SENTINEL** light 6-wheeler, 4-cylinder D.I. engine, servo brakes, 22-ft. platform body, general condition very good.

**1955 SENTINEL** DV44, D.I. engine and vacuum brakes, wheelbase 14 ft. 9 in. for 20-ft. body-work could sell as chassis and cab.

**FORD** 3-ton 4D standard drop-side body, good tyres, used on light work only, £325.

**1954 E.R.F.** Model C-1-C platform lorry, fitted Gardner 4LW, tyre equipment very good.

#### PART-EXCHANGES

#### AND

#### H.P. TERMS

AVAILABLE.

781-126

## October 17, 1958—THE COMMERCIAL MOTOR 57

(Supplement)

## Used Goods Vehicles (contd.)

### ROOTES, LTD.

OFFER FOR SALE THE LARGEST STOCK OF USED VEHICLES FROM THIS SELECTION.

**LONDON, W.10.**  
**LADBROKE HALL, BARLBY ROAD.**  
**LAD 3232.**

**1958** **COMMER** 1-ton Diesel van, primer, 1,000 miles, £980.  
**KARKER** Bantam 3-ton long-wheelbase truck, Diesel, green, 6.50 by 20 tyres, 3,000 miles, £1,050.

**1958** **COMMER** 7-ton long-wheelbase truck, Diesel, power steering, air brakes, heater, red, 7,000 miles, £1,775.

**1957** **COMMER** 10-ton tractor, Scammell coupling, primer with new Diesel engine not yet run, £1,375.

**BIRMINGHAM, 18.**  
**GREAT HAMPTON STREET.**  
**CEN 8411.**

**1950** **COMMER** forward-control 5-ton petrol platform truck, £145.  
**1950** **COMMER** forward-control 7-ton petrol drop-side, £165.

**1951** **BEDFORD** 5-ton petrol drop-side, £190.

**1952** **COMMER** 25-cwt. forward-control van, £100.

**1948** **COMMER** Q4 drop-side, 18-ft. body, £100.

**1947** **COMMER** 2-3-ton tipper, £75.

**MANCHESTER, 15.**  
**OLYMPIA, CHESTER ROAD.**  
**BLA 6677.**

**1953**, January, **COMMER** 15-cwt., painted red, fair condition, £125.  
**1953**, February, **FORD** 2-3-ton van, good tyres, painted blue, good condition, £175.

**1951**, March, **BEDFORD** 7-ton tipper, R6 engine, coachbuilt cab, wrapped-round screen, twin timing gear, good condition, £300.

**1952**, November, **THORNYCROFT** Trident, Diesel engine, 8-ton tipper, twin rams, good condition, £300.

**MAIDSTONE.**  
**LEN ENGINEERING WORKS.**  
**PHONE 3333.**

**1955** **FORD** 4D truck, Diesel, blue, £425.

**1956** **FORD** Thames 4D tipper, Diesel, green, £665.

**1955** **COMMER** Express delivery van, petrol, golden sand, £335.

**1951** **AUSTIN** A40 van, petrol, blue, windows and seats, £225.

**ROCHESTER.**  
**HIGH STREET.**  
**CHATHAM 42231.**

**1953** **COMMER** 3-4-ton pick-up, one owner, excellent mechanical condition, good tyres, £275.

**1957** **COMMER** ED van, blue, one owner, as new, excellent condition, £479.

**1945** **FORDSON** 4-ton van, brown, one owner, £99.

**1950**, November, Bradford van, green, mechanically sound, good tyres, £159.

**1956** **BEDFORD** van, brown, one owner, heater, radio, windscreen washers, tubelike tyres, excellent condition, £349.

**1956** **COMMER** Cob light van, beige, one owner, passenger seat, excellent condition, £369.

**1957** **COMMER** Cob light van, green, one owner, good condition, heater, £425.

**1957** **COMMER** ED van, grey, one owner, as new, excellent condition, £479.

**1952** Bradford van, green, serviceable condition, £90.

**CANTERBURY.**  
**THE PAVILION.**  
**PHONE 3232.**

**1958** **COMMER** 7-ton (Diesel) long-wheelbase drop-side truck, fitted with air brakes and absolutely as new, £1,695.

**1957** **COMMER** Cob van, fitted passenger seats, £415. 781-199

### THE CAR MART, LTD.

SIX MONTHS' GUARANTEE

WHERE STATED.

**1956** **BEDFORD** 7-ton long-wheelbase drop-side truck, guaranteed, £695.

**1957** **FORD** Thames 5-cwt. van, 15,000 miles, guaranteed, £345.

**1954** **BEDFORD** 10-wt. gown van, guaranteed, £425.

**1956** **BEDFORD** Spurnmottilly, £465.

**1946** **MAUDSLAY** Militant 4LW 8-10-ton platform truck, £375.

**1948** **BEDFORD** 10-cwt. Utility, £175.

**1955** **MORRIS** 1-ton Diesel van, £495.

**1954** **MORRIS** 11-ton van, £375.

### THE CAR MART, LTD.

WELSH HARP.

EDGWARE ROAD, N.W.9.

Stendon 6500. 781-41

441



Used Goods Vehicles (contd.)

**GARLICK, BURRELL AND EDWARDS, L.T.D.**  
(COMMERCIAL VEHICLE SALES),  
168 REGENT ROAD,  
LIVERPOOL, 20.

NEW VEHICLES

AVAILABLE FOR IMMEDIATE DELIVERY.

**BEDFORD** 35-cwt. 200-cu.-in. Diesel, Spurling 3-way van.  
**BEDFORD** 6-ton 300-cu.-in. Diesel F/C tipper, fitted with twin-rim Edbro 4LNX tipping gear, 12-ft. 6-in. U-shaped all-metal tipping body, gravel board, etc., ditch plated frame, 900 by 20 tyres, 3-piece wheels.

USED VEHICLES.

TRACTOR UNITS.

CHOICE of two 1955 **BEDFORD** 10-ton Scammell tractor units, one fitted with Meadows 4-cylinder Diesel engine, the other Perkins R6.

**1956**, Scammell, 2-speed axle, excellent condition; choice of two.

**1956**, November, B.M.C. Diesel tractor unit, 2-speed axle, Michelin metallic tyres, Scammell attachment, first-class condition.

**1956** **BEDFORD** 8-ton Diesel Scammell tractor with 2-speed axle, Perkins P6.

TIPPERS.

**1957** **BEDFORD** 5-ton, Diesel 300-cu.-in. engine, long-wheelbase tipper, fitted with new 12-ft. 6-in. tipping body, Edbro 4LNX tipping gear, first-class condition throughout, quality tested; another, 1956, with P6 engine, similar to the above specification, also Quality Tested.

OTHER **BEDFORD** short-wheelbase petrol tippers from £75.

TRUCKS.

**1954** **BEDFORD** truck 5-ton long-wheelbase platform truck, fitted with reconditioned engine only 14 days ago, appearance immaculate, good tyres.

**1949**, October, **DODGE** Diesel P6 long-wheelbase platform truck, 5-speed box.

**1950**, **DENNIS** Max flat, Diesel, 5-speed box, £175 to clear.

**1954** **BEDFORD** 7-ton R6 long-wheelbase platform truck.

**1956** **BEDFORD** 5-ton long-wheelbase platform truck, Perkins P6.

**1957** **BEDFORD** 5-ton long-wheelbase platform truck, fitted with Bedford's own 300-cu.-in. engine.

**1949** **BEDFORD** 30-cwt. Spurling 3-way van.

WE HOLD A LARGE STOCK OF  
QUALITY TESTED USED VEHICLES.  
AUSTIN, MORRIS AND BEDFORD,  
PART-EXCHANGES ACCEPTED AGAINST ANY OF  
THE ABOVE MACHINES.

PHONE BOOTLE 4343

WITH YOUR INQUIRIES.

DEMONSTRATIONS ARRANGED IMMEDIATELY.  
TRADE INQUIRIES INVITED.

**GARLICK, BURRELL AND EDWARDS, L.T.D.**  
188 REGENT ROAD,  
LIVERPOOL, 20.

PHONE BOOTLE 4343

FOR THAT QUALITY COMMERCIAL VEHICLE YOU  
URGENTLY REQUIRE. 781-34

**FORD AND SLATER, L.T.D.**

THE vehicles advertised have been conditioned up to  
our well-known standard and are covered by our

USED GOODS VEHICLES WARRANTY.

SIGNED by a director of the company.

**1953** **DODGE** 5-ton P6 flat.

**1954** **BEDFORD** 7-ton R6 long-wheelbase timber  
tipper.

**1954** **COMMER** Q4, P6 long-wheelbase drop-side  
truck.

**1955**, August, **AUSTIN** P6 tipper.

**1949**, **COMMER** Q4 5-ton van.

**1953** **LEYLAND** Comet, long-wheelbase timber flat.

**1955**, November, **DODGE** 5-ton P6 drop-side truck,  
fitted with a 2-speed axle.

**1946**, October, **MORRIS** COMMERCIAL, 16-ft. 6-in.  
timber platform, petrol.

**1957**, February, **AUSTIN** 3-ton B.M.C. Diesel  
engine, timber platform.

**1952** **BEDFORD** 3-ton 500-cu.-ft. van, petrol.

**1951** **MORRIS** 5-ton tipping lorry, 10-ft. timber  
drop-side body.

**1942** **LEYLAND** Beaver, 18-ft. timber flat, an excel-  
lently kept vehicle.

IF the vehicle you require is not amongst the above,  
please contact us as stocks are constantly changing.

**FORD AND SLATER, L.T.D.**  
GWENDOLEN ROAD, LEICESTER.

Phone 36117-9.

781-4

Used Goods Vehicles (contd.)

**WILDE AND BENNETT, L.T.D.**

**BRAND-NEW** Commer T53, Albion Chieftain, Bedford  
and similar 7-10-ton long-wheelbase lorries, with  
special A licences, East Midlands, North West, Metro-  
politan, Yorkshire and South Eastern Areas.

**BRAND-NEW** Bedford Diesel 7-ton long-wheelbase  
lorries with special A licences North West area. Prices on  
request.

**BRAND-NEW** Bedford Diesel 7-ton long-wheelbase  
lorries with special A licence North West, Northern  
and Yorkshire Areas, £2,650.

**BRAND-NEW** Bedford Diesel 7-ton long-wheelbase  
lorries with special A licence North West, Northern  
and Yorkshire Areas, £2,650.

**1957** **BEDFORD** 5-ton long-wheelbase, fitted Boys  
third axle, 21-ft. 6-in. platform, 9.00 by 20  
tyres, Perkins R6, been carefully used by owner-driver, as  
new, with special A licence, 4 tons 10 cwt., East Midlands,  
Metropolitan and South Eastern Areas, £2,495.

**1957** **BEDFORD** (Vauxhall Diesel) 7-ton long-wheel-  
base drop-side lorry, 17 ft. 6 in. by 7 ft. 6 in.,  
excellent appearance, as brand new, with special A licence,  
3 tons, Yorkshire and North West Areas, only £1,950.

**1958**, June, Kew **DODGE** 8-9-ton long-wheelbase  
lorry (latest model), Leyland Comet engine,  
Eaton 2-speed axle, 10.00 by 20 tyres, cab heaters, many  
other extras, 19-ft. drop-side body, mileage 12,000 only,  
been owner-driven and maintained as brand-new, with  
special A licence, 4 tons, North West Area, only £3,150.

**1956** Model **COMMER** T53 7-ton long-wheelbase  
with special A licence North West Area, £2,495, or available

**1955** A.E.C. Mercury 10-ton long-wheelbase lorry,  
21-ft. platform, very clean condition, with  
special A licence, 4 tons 5 cwt., North West Area, £2,450.

**1947** **BEDFORD**-SCAMMELL articulated lorry,  
Perkins P6 engine, very clean, with special A  
licence North West Area, price £1,850 or will split.

**1955** **BEDFORD** 7-ton long-wheelbase lorry, 9.00 by  
20 tyres and good condition, with special A  
licence, 3 tons, North West, Northern and Yorkshire  
Areas.

**1950** **VULCAN** Diesel 6-7-ton long-wheelbase lorry,  
recently fitted reconditioned engine and main-  
ained in first-class condition, 17-ft. 6-in. platform, with  
special A licence, 3 tons, North West, Northern and  
Yorkshire Areas.

**1951** **FODEN** 15-ton 8-wheel lorry, ex-L.C.I., clean  
condition, to clear, only £950, or available with  
special A licence most areas.

**1951** **BEDFORD** 5-ton long-wheelbase lorry, with  
special A licence North West and Northern  
Areas, only £975.

**1954** **AUSTIN** forward-control 5-ton long-wheelbase  
tipper, only £375.

**1941** A.E.C. Monarch 10-ton long-wheelbase lorry,  
7.7 engine, to clear, only £1,175.

**WILDE AND BENNETT, L.T.D.**

HADFIELD, MANCHESTER.

PHONE, GLOSSOP 252-3.

AFTER HOURS, 356. 781-236

**W.J. JONES (MANCHESTER), L.T.D.**

RUTLAND STREET GARAGES,  
SWINTON.

AGENTS FOR ALL ATKINSON VEHICLES.

**1957** **BEDFORD** 7-ton articulated, Meadows engine,  
23-25-ft. trailer, Scammell couplings, low mile-  
age, £1,425.

**1957** **AUSTIN** A50 van, new look, clean, 18,000 miles.  
£450.

**1957** **FORD** 5-cwt. van, new condition, £345.

**1956**, March, **AUSTIN** A40 10-cwt. van, £295.

**1956** **AUSTIN** Loadstar, 2-ton long-wheelbase truck,  
latest model, £540.

**1956** **BEDFORD** short-wheelbase tipper, petrol A-type  
excellent condition, £525.

**1956** **COMMER** T53 long-wheelbase chassis and cab,  
nice condition, £850.

**1955** **COMMER** 3-ton boxvan, Baico extension,  
extended chassis, £395.

**1955**, September, **DENNIS** Stork, Diesel 4-cylinder  
Perkins, 1,650-cu.-ft. all aluminium body, under  
3 tons, £950.

**1955** **MORRIS** LD1 30-cwt. van, 9,000 miles only, as  
new, £475.

**1955**, December, **STANDARD** Vanguard estate car,  
with all extras, £495.

**1955**, December, **AUSTIN** A40 gown van, £425.

**1955**, December, short-wheelbase **BEDFORD** Diesel  
A-type tipper, choice of four, steel bodies and  
wood bodies, each £650.

**1955**, December, 7-ton **BEDFORD** short-wheelbase  
tipper, steel body, 8.25 by 20 tyres, £695.

**1954** **BEDFORD** Luton van, walk-in tailgate, 1,150  
cu. ft., A-type Diesel, fibre-glass roof, nice  
machine, £850.

**1954** **SEDDON** Diesel, P4 engine, roller shutter sides,  
very clean, choice of two, £495.

**1954**, December, **BEDFORD** short-wheelbase tipper,  
steel drop-side body, A-type Diesel, £625.

**1954** **MORRIS** LD1 personnel carrier, 12 seats, 12,000  
miles only, £475.

**1954**, December, **AUSTIN** A70 gown van, specimen,  
£425.

**1954**, September, **BEDFORD** 30-cwt. van, A type,  
petrol, £395.

**1954** **BEDFORD** long-wheelbase Romalloy  
body, A type, petrol, original, £495.

**1954** **BEDFORD** boxvan, separate cab, A type, petrol,  
claret loader, choice of two, each, £595.

**1953**, June, **FORD** 2-ton 4D van, very clean, £425.

**1953**, **ET6** **FORD** 1,450-cu.-ft. Luton van, platform  
loader, Perkins P6 Diesel, £625.

**1951** **SEDDON** articulated, Eaton 2-speed, David  
Brown box, 23-ft. or 25-ft. trailer, Scammell  
couplings, £795.

USED SPARES ALL VEHICLES.

PHONE, SWINTON 1855.

HEAD OFFICE:—

5 MARSDEN COURT, MANCHESTER, 4.

Phone, Blackfriars 6037.

After hours: Haig (near Wigan) 049 or Wigan 3035.

GARAGE OPEN EVERY DAY, INCLUDING

SUNDAY. (Week-end 10-5). 781-224

Used Goods Vehicles (contd.)

**BOTWOODS, L.T.D.**

COMMERCIAL VEHICLE SPECIALISTS.

OFFER:—

**COMMER** 7-ton T53 19-ft. drop-side truck (2-ft. sides),  
repainted, new 9.00 by 20 (14-ply) tyres, first regis-  
tered December, 1956, choice of two, £1,100.

**COMMER** 7-ton T53 19-ft. drop-side truck (2-ft. sides),  
repainted, near-new tyre equipment 9.00 by 20 (14-ply),  
first registered January, 1957, £1,150.

**AUSTIN** 4-5-ton Diesel, long-wheelbase Baico extension  
throughout, tyres 50%, finished in green, first registered  
October, 1956, £750.

**DODGE** 6-ton 125 model, 15-ft. drop-side truck with  
repainted and near-new, 8.25 by 20 (12-ply) tyres, first  
registered November, 1953, £495.

**THAMES** 4D medium W.B. 4-cu.-yd. tipper, telehoist  
underbody gear, body as new and vehicle just com-  
pleting thorough overhaul, tyres good all round, first  
registered September, 1955, highly recommended, £550.

**THAMES** 4D long-wheelbase Telehoist tipper, new body,  
new tyres and good sound truck, first registered  
December, 1956, £590.

**THAMES** 4D long-wheelbase Telehoist tipper, new body,  
new tyres and good sound truck, first registered  
January, 1957, £625.

**FORD** Sussex 8-cu.-yd. tipper with Anthony hoist with  
P6 engine, fair condition all round, finished in primer,  
first registered April, 1954, £420.

**AUSTIN** 4-5-ton forward-control Diesel platform vehicle,  
very good condition, first registered 1956, £735.

**THAMES** 2-ton semi-forward control truck, 4-cylinder  
cost-cutter engine, 18,600 miles, first registered March,  
1950, a very nice vehicle, £225.

**DODGE** 6-7-ton trailer, 750 by 20 12-ply tyres, 14-ft.  
7-in. body, hardly used vehicle with many extras,  
purchased February 4, 1957, £575.

TRADE INQUIRIES INVITED.

**BOTWOODS, L.T.D.**

MAJOR'S CORNER, IPSWICH.

Phone, 52271.

781-82

**BIRD'S COMMERCIAL MOTORS, L.T.D.**

BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED GOODS VEHICLES.

TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS,  
20 FT. LONG, EXCELLENT CONDITION.

FURTHER PARTICULARS

AND

PRICES

ON APPLICATION.

781-130

**1957** Trader 5-ton 6D 152-in. double-drop-sided truck,  
825 by 20 tyres, excellent condition.

**1954**, October, **Thames** P6, 1,250-lb. pantechnickon,  
18-ft. body, 9 ft. high inside, 4-ft. by 3-ft.  
by 7-ft. Luton, 750 by 20 tyres, unladen weight 3 tons  
74 cwt.

**1957** **Thames** 4D articulated double-drop-sided truck,  
22-ft. Carrimore quick-release semi-trailer, 750  
by 20 tyres, unladen weight 4 tons 14 cwt. 32 lb.

**1950** **COMMER** double-drop-sided 5-ton long-wheel-  
base truck, used locally on light work only.

**1955**, October, **Thames** 5-ton H.D.F. 4D 175-in.  
double-drop-sided truck, 750 by 20 tyres.

**1957** **Thames** 10-12-cwt. van, taxed, painted beige,  
unwritten, fitted heaters and extras, used for  
personnel transport only, low mileage, condition as new.

**NEW** Trader trucks and chassis-cabs, 30 cwt. to 7 tons,  
immediately available, 5-cwt. 7-cwt. 10-12-cwt. and  
15-cwt. vans, primer or painted, ex stock, caravan and  
personnel carriers.

**SPECIAL** low insurance rates and hire-purchase.

**PETERBOROUGH MOTORS, L.T.D.**

29-37 NEW ROAD, PETERBOROUGH.

Phone 5271-2-3-4.

781-129

**L. A. MITCHELL (MOTORS), L.T.D.**

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

**NEW** **MORRIS** B.M.C. Diesel short-wheelbase chassis  
and cab, £1,408 11s. 8d.

**1957** 7-ton **DODGE** Diesel drop-side truck, normal  
control, Model 246.R6, immaculate condition,  
£1,250.

**1955**, September, **DODGE** 105 P6 truck, 8.25 by 20  
tyres, £650.

**1955**, A-type **BEDFORD** Diesel short-wheelbase  
tipper, £675.

**1950** **DODGE** 105 trucks, very clean, choice of  
three, from £200.

**1950** **DODGE** 105 truck, fitted Diesel engine, very  
good tyres, £350.

**1953** **BEDFORD** 5-ton short-wheelbase tipper, £325.

**1954**, November, **DODGE** 7-ton model 146AR6 drop-  
side truck, 2-speed axle, very clean vehicle,  
£775.

**1957** **MORRIS** 4-ton van, taxed, £345.

**1953** **TROJAN** large-capacity Diesel van, £295.

**1951** **DODGE** 105 P6 with tilt, £375.

**1955** **TROJAN** 12-seater personnel carrier, £395.

**1** **BALHAM** HIGH RD., S.W.12. Phone, Bal 2214.  
781-177



## Used Goods Vehicles (contd.)

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling motor, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**SPECIAL LICENCES.**  
SOUTH WALES AND WEST.

**LEYLAND** Octopus, 1952, long-wheelbase drop-side, in good condition throughout, £3,750.

## NEW VEHICLES.

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.  
**A.E.C.** Mercury Mark II tractor unit, fitted with trailer, knock-out axle, £4,342.  
**BEDFORD** 10-12-cwt. drop-side, separate cab, pick-up truck, 1954 11a. 3d.  
**BEDFORD** 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,466.  
**BEDFORD** Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.  
**FODEN** 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

## LONG WHEELBASE.

**MAUDSLAY** 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.  
**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.  
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,400.  
**LEYLAND** Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.  
**FODEN** 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.  
**FORDSON** 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent throughout, £350.  
**BEDFORD** 1953 7-ton long-wheelbase petrol drop-side truck, £350.  
**AUSTIN** 1951 3-way vans, quite good condition, choice of three, £100.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.  
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.  
**ALBION** 1951 Chieftain, lightweight body, wood sides, good condition throughout, £600.  
**A.E.C.** 1943, 5LW Gardner engine, very clean wagon, £500.  
**SEDDON**, 1948, fitted with Gardner 4LK engine, in exceptionally good condition throughout, drop-side body, £400.  
**SEDDON** 1947 long-wheelbase double-drop-side, £275.  
**THORNYCROFT** Diesel 1949 long-wheelbase, good condition, £250.  
**BEDFORD** 1953 A-type 5-ton standard long-wheelbase, petrol, £400.  
**BEDFORD** 1954 standard A type, P6, good condition, £450.

## TRAILERS AND ARTICULATED.

**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**DYSON** new 15-20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,375.  
**MAUDSLAY** 1948 tractor unit, fitted with 7.7 engine, Taker coupling, £350.  
**YORK** new 15-ton, 16-ft. well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,294.  
**ALDERSLEY** 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.  
**BEDFORD-SCAMMELL** 1948 tractor units, choice of two, £100 each.

## TIPPERS.

**MORRIS** 1950 wood-body drop-side tipper, 4-cylinder petrol engine, in good condition throughout, £200.  
**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.  
**COMMER** 1952 P6 standard wood-body tipper, £400.  
**SEDDON** 1948 steel-body tipper, rough condition, £150 to clear.  
**BEDFORD** Comet, 1951, 7-yd., Anthony tipping gear and body, good tyres, £600.  
**BEDFORD**, 1953, steel body, good condition throughout, four new tyres, £350.  
**ATKINSON** 1947 long-wheelbase, P6, fair condition, £300.

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines). 781-1111

## SPURLING CITY DEPOT OFFER:-

**1956** BEDFORD Utilabake 12-seater, good condition.  
**1956** AUSTIN A40 gown van.  
**1952** BEDFORD 2-3-ton long-wheelbase boxvan, roller-shifter rear.

**HIRE-PURCHASE.** PART-EXCHANGES.  
**176-9 SHOREDITCH HIGH STREET,**  
LONDON, E.1.  
Phone, Shoreditch 8433. 781-458

## Used Goods Vehicles (contd.)

**WHETHER BUYING OR SELLING**  
**YOU MUST NOT MISS**  
THE REGULAR MONTHLY  
CAR AND COMMERCIAL VEHICLE  
AUCTION SALE

AT CHIPPING SODBURY, NEAR BRISTOL.  
Large Enclosed Saleroom.

**FIRST SALE-COMMERCIAL VEHICLES ONLY.**  
**MONDAY.**

**NOVEMBER 3RD, 1958.**

Guaranteed title to all vehicles sold.

On-the-spot hire-purchase facilities.

Licensed Bar and Refreshments available.

FOR FULL PARTICULARS, ENTRY FORM, CATALOGUES, ETC., APPLY:

**DANDO'S GARAGE.**

CHIPPING SODBURY, NEAR BRISTOL.

Of the Auctioneers:

MESSRS HOWES, LUCE, WILLIAMS AND PANES,  
CHIPPING SODBURY.

Catalogues available one week prior to sale.

(This sale is widely publicized and will attract visitors from all over the West. We invite you, too, to join us.) 781-83

## BROWNHILLS MOTOR SALES.

PHONE, BROWNHILLS 2307, 2336.

ALL MODELS LEYLAND, ALBION, SCAMMELL.  
7 TO 10 DAYS DELIVERY.

24-HOUR HEAVY-DUTY BREAKDOWN RECOVERY SERVICE.

**1943** A.E.C. 8-wheeler, 16-tonner.  
**1938** ALBION drop-side, P6 engine, 8-tonner.  
**1948** SEDDON articulator, P6 engine, 12-tonner.  
**1950** SEDDON drop-side, P6 engine, 8-tonner.  
**1950** COMMER, petrol, chassis and cab.  
**1948** COMMER, petrol, chassis and cab.  
**1953** GUY chassis, 4L engine, fitted new cattle box.  
**1947** MAUDSLAY drop-side 10-tonner.  
**1954** LEYLAND Comet, 14 ft. 6 in., 17-cu.-yd. tipper.  
**1958** BEDFORD tractor unit, Scammell coupling, Comet engine.  
**1957** STANDARD 6-cwt. pick-up.  
**1958** MORRIS Minor 1-ton van.  
**1956** LEYLAND Comet coal tipper.  
**1949** ALBION 1,200-cu.-ft. Luton van, fitted new Diesel engine 1957.  
**1944** LEYLAND Beaver, long wheelbase.  
**1958** BEDFORD 3-horse box.  
**1939** BEDFORD 3-horse box.  
**1951** A.E.C. 8-wheeler coal tipper, 9.6 engine.  
**1953** DODGE long-wheelbase, alloy body, P6 engine.  
**1951** LEYLAND Comet articulator, 22-ft. trailer.  
**1955** BEDFORD 7-tonner long-wheelbase drop-side.

## BROWNHILLS MOTOR SALES.

PHONE, BROWNHILLS 2307, 2336. 781-143

## HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (four lines).

## VANS.

**1956** BEDFORD 10-12-cwt. C.A.V. van; choice of two, both unlettered.  
**1950** BEDFORD 30-cwt. gown van with reconditioned engine.  
**1957** COMMER Express delivery van, fitted heater, low mileage.  
**1953** COMMER 2-ton boxvan, large capacity, integral cab; also 1951 similar, both with side loading doors.  
**1953** FORD 10-cwt. gown van, good order and appearance.  
**1957** FORD 7-cwt. van, plain green, extra seal, wipers, etc.; choice of two.  
**1956** MORRIS 1-ton van, low mileage.

## TRUCKS.

**1956** AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

## NEW VEHICLES.

**AUSTIN**, Ford, Rootes Group.

**COMPREHENSIVE** stocks always held. 781-250

## October 17, 1958—THE COMMERCIAL MOTOR 59 (Supplement)

## Used Goods Vehicles (contd.)

### RUFFORD MOTOR CO., LTD.

OFFER:-

**NEW** E.R.F. 8-wheel double-drop-side, 6-cylinder Gardner engine, 21-ft. alloy bodied hydraulic tipper, special A licence, can be supplied East Midlands, Metropolitan or North Western area.  
**NEW** DODGE 7-ton 6-wheel Boys Upper.  
**NEW** DODGE 1-ton 15-ft. hydraulic tipper, new tyre, or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midlands area.  
**1948** ATKINSON 8-wheel double-drop-side, 21-ft. hydraulic tipper, Edro gear, 6-cylinder Gardner engine, 40 by 8 tyres.  
**1952** FODEN 8-wheel double-drop-side 22-ft. steel body, hydraulic tipper, 2-stroke engine, very clean, £2,400.  
**1946** LEYLAND Hippo 6-wheel double-drop-side, 18-ft. steel body, hydraulic tipper.  
**ANY** of the above machines can be supplied with special A licence, East Midlands or North Western area.  
**1956** FORD D 12-ft. hydraulic tipper, high-sided.  
**1950** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.  
**1954** SEDDON 14-ft. hydraulic tipper.  
**1956** SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.  
**1955** Rebuilt E.R.F. twin steer, 16-ft. alloy bodied hydraulic tipper, 5-cylinder Gardner, £750.  
**1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.  
**1954** DODGE long-wheelbase hydraulic tipper, very clean.  
**1951** ALBION Chieftain 16-ft. flat.  
**1940** E.R.F. long-wheelbase steel bodied hydraulic tipper, new tyres, 4-cylinder Gardner.  
**1949** FODEN 4-wheel fitted 4LW Gardner engine, 18-ft. flat.  
**1952** ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.  
**1954** Late DODGE 6-ton 13-ft. drop-sided body, Edro gear.  
**1947** A.E.C. 6-wheel 2,500-gal. tanker with pump.  
**1956** SENTINEL 18-ft. flat, £300.  
**1955** ALBION Chieftain fitted 16-ft. alloy body and 16-ft. alloy lift van, 7 ft. by 7 ft., as new.  
**1957** September, 7-ton BEDFORD short-wheelbase steel bodied hydraulic tipper, 24,000 miles.  
**1942** ATKINSON 8-wheel double-drop-side, 6-cylinder engine, 19-ft. hydraulic tipper, recently rebuilt new cab and chassis.  
**CHOICE** of 50 other trucks, from £50 upwards.

### MILE HILL GARAGE.

CHESTERFIELD ROAD NORTH,  
MANSFIELD.  
Phone 2314-5. 781-42

**1957** FORD 4D 5-ton.  
**1956** 145 AM6 DODGE coal tipper.  
**1953** MORRIS 5-ton Diesel.  
**1954** BEDFORD tractor unit.  
**NEW** THORNYCROFT Swiftshorne chassis-cab.  
**NEW** E.R.F. 68(G) chassis-cab.  
**1951** FORD Thames tipper, P6.

### PARRS (LEICESTER), LTD.

ABBAY LANE, LEICESTER.  
Phone 61511 (seven lines). 781-137

**TWO** new and unregistered FODEN 8-wheelers fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies.

**ONE** FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.  
**ONE** 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase, choice of seven.  
**1948** 50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.  
**SEVERAL** 1953 to 1955 A.E.C. Mammoth Mk.ons, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

### MURPHY BROS., LTD.

FEATURE BUILDINGS,  
MELTON ROAD,  
THURMASTON, NEAR LEICESTER.  
Phone, Syston 2951. 781-140

### DAGENHAM MOTORS, LTD.

**1952** THAMES 2-ton 4D van, £275.  
**1954** BEDFORD 7-ton Mk. II R6 long-wheelbase chassis-cab, £450.  
**1954** BEDFORD 5-ton long-wheelbase petrol chassis-cab, £300.  
**1953** BEDFORD 7-ton 7-yd. Weston tipper, petrol, £275.  
**1946** A.E.C. Diesel 7.7 truck, £425.

### 374 EALING ROAD.

ALPERTON MIDDX.  
Perivale 3388. 781-6697  
A43



### Used Goods Vehicles (contd.)

**SPURLING MOTOR BODIES, L.T.D.**  
"THE NAME BEHIND THE SALE."  
FOR "QUALITY TESTED SECURITY."  
1954 BEDFORD 10-ton Diesel tractor unit.  
1955 BEDFORD 5-ton long-wheelbase truck.  
1951 THORNYCROFT Sturdy Star Diesel truck, exceptional.  
1956 BEDFORD 10-12-cwt. van.  
1954 BEDFORD 8-ton Diesel tractor unit.  
1956 BEDFORD Workabus.  
1954 BEDFORD 10-12-cwt. van.  
1955 BEDFORD 30-cwt. all-metal van.  
1946 BEDFORD 3-ton truck, overhauled, reconditioned engine.  
OTHER makes and types available.  
PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO  
**303 THE BROADWAY,**  
CRICKLEWOOD, N.W.2.  
Gln 2727 and 6687-8-9.  
Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushon St., N.1; Vigo Motors, W.10; and Colchester. 781-295

**WHALEBONE MOTORS, L.T.D.**  
COMMERCIAL VEHICLES AND SPARES.  
239-241 HIGH RD., CHADWELL HEATH, ESSEX.  
Phone, Seven Kings 5282.

1953 DENNIS Horia Diesel artic. units, several Scammell trailers for same.  
1952 5-ton BEDFORD vans, roller shutters, side loading.  
1947 6-wheelers, A.E.C., E.R.F., Foden, etc., boxvans and flats.  
EX-W.D. SCAMMELL.  
45-TON SCAMMELL tractor.  
FODEN 6-wheeler, double drive, 6LW Gardner.  
FORD Luton van, 1,200 cu. ft., cheap.  
SEVERAL 6- and 8-wheelers in stock. 781-448

**L. F. DOVE (C.V.), L.T.D.**  
1956 AUSTIN 7-ton drop-side Diesel truck, £850.  
1956 AUSTIN 5-ton long-wheelbase normal-control Diesel 6-yd. tipper, £600.  
1955 AUSTIN 5-ton forward-control drop-side truck, £405.  
1954 AUSTIN long-wheelbase normal-control 6-yd. tipper, £345.  
1956 Thames 10-cwt. van, £245.  
1951 COMMER 25-cwt. van, £95.  
1946 DENNIS Pax 5-ton truck, £90.

**L. F. DOVE (C.V.), L.T.D.**  
AUSTIN HOUSE.  
96-98 LOWER ADDISCOMBE ROAD, CROYDON.  
Add 3131. 781-30

1957 AUSTIN A50 van, excellent condition, guaranteed, £465.  
1954 AUSTIN A40 gown van, one owner, excellent condition, guaranteed, £275.  
1952 BEDFORD 2-ton boxvan, good condition, £185.  
1954 MORRIS J-type personnel carrier, excellent condition, guaranteed, £300.  
CHOICE of new light vans in stock.

**CAMPBELL SYMONDS AND CO., L.T.D.**  
FORTY AVENUE, WEMBLEY.  
Arnold 7771. 781-276

**JESSUPS (STRATFORD), L.T.D.**  
125-134 HIGH STREET,  
STRATFORD, E.15.  
Maryland 4366.  
BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

1954 DENNIS Stork Diesel 3-ton van, one owner, £475.  
1956 SEDDON 3-ton Diesel truck and tilt, £550.  
1955 BEDFORD short-wheelbase tipper, petrol, £495.  
1954 BEDFORD 8-ton Scammell unit, Diesel, with 20-ft. pole trailer, £575.  
1950 BEDFORD 5-ton long-wheelbase tipper, £195.  
SELECTION 10-12-cwt. vans, Dormobiles, etc. 781-69

A44

### Used Goods Vehicles (contd.)

**THE MILLBURN ORGANIZATION.**  
PRESTON, LONGTON, LANCS, 3255-6.  
GLASGOW, BELL 0073.  
CARLISLE 25422.  
AUTHORIZED DEALERS.

**ALBION AND FORD COMMERCIALS.**  
IMMEDIATE DELIVERY  
FROM STOCK.

NEW ALBION Reiver 6-wheel chassis, Leyland Diesel unit, 6-speed gearbox.  
NEW ALBION Clydesdale chassis, 6-speed gearbox.  
NEW-ALBION Chiefchain chassis and cab.  
NEW Thames Traders, 6-cylinder Diesel engines, 5- and 7-ton models. Other Thames models, 5 cwt. upwards.  
NEW York 25-ft. semi-trailers with Scammell coupling.  
1952 VANGUARD 10-cwt. van.  
1951 ATKINSON 4LK long-wheelbase tipper.  
1949 MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit.  
1948 SEDDON, P6 unit, good order.  
A.E.C. Matador 4 x 4, unregistered, petrol unit, all as new and complete with winch.

**FORK-LIFT TRUCKS.**  
FORK-LIFT trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton mobile crane, electrically operated, with Perkins P4 Diesel unit mounted on 4-wheel chassis, all in new condition.

**MILLBURN MOTORS (PRESTON), L.T.D.**  
WALKER BRIDGE, LONGTON, PRESTON.  
Phone, Longton, Lancs, 3255-6.  
N.B.—NEXT MOTOR AUCTION SALE, THURSDAY, NOVEMBER 6. ENTER YOUR VEHICLE NOW. 781-193

AUSTIN 5-ton long-wheelbase hydraulic tipper, strong body, P6 Diesel engine, first registered 1947, £85.  
AUSTIN 2-ton truck, long wheelbase, first registered 1950, £165. Also exceptional C-licence operated vehicles only.  
ALBION 3-ton truck with rails and sheet, first registered 1947.  
AUSTIN 2-ton truck with rails and sheet, first registered 1953.  
BEDFORD 2-3-ton truck, first registered 1947.  
BEDFORD 3-ton platform lorry, first registered 1953.  
BEDFORD 7-ton platform lorry, petrol, first registered 1954.  
FORDSON Costcutter chassis cab, first registered 1953.  
FORDSON Thames 4D van, approx. 650-cu.-ft. capacity, first registered 1954.  
MORRIS 30-cwt. tipping lorry, hand hydraulic, first registered 1954.  
THORNYCROFT Nippy Star van, approx. 600-cu.-ft. first registered 1953.

**HILLS GARAGES (MANCHESTER), L.T.D.**  
24 HOUR PERKINS PARTS SERVICE.  
80-90 PORT STREET, PICCADILLY,  
MANCHESTER, 1. Central 4311. 781-67

**ROSS GARAGES (SALES), L.T.D.**  
PENARTH ROAD, CARDIFF.  
Phone, Cardiff 24671.  
ATKINSON AND SEDDON MAIN DISTRIBUTORS.  
ROOTES GROUP DEALERS.

**NEW VEHICLES FROM STOCK.**  
ATKINSON 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.  
COMMER 7-ton Routes Diesel, air brakes, 13-ft. 6-in. wheelbase.

**USED VEHICLES.**  
1953 ATKINSON 6LW 8-wheeler, platform body.  
1952 FODEN, 4LK engine, 4-wheeler, platform body.  
1952 BEDFORD 5-ton platform body.  
E.R.F. 1955 8-wheeler, 6LW engine, platform. 222-790

**A. E. C. CONNORTON, L.T.D.**  
AUTHORIZED-FORD AGENTS.

FORD Trader 4D 4-ton chassis, fitted 1.150-cu.-ft. body, new and unregistered, £1,320.  
1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F.  
1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F.  
1952-54 FORDSON ET6 hydraulic tippers, steel body Anthony hoist, choice of nine, £115 each.  
A.E.C. 8-wheel, 24-ft. body, 1000 by 25, as new, air brakes, £1,175.  
1953, December, FODEN 8-wheel, 24-ft. platform body, £1,550.  
HIRE-PURCHASE arranged.  
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.  
Pollards 2421. 781-186

### Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), L.T.D.**  
CENTRAL STATION BRIDGE RD.,  
SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS,  
COMMER MAIN DEALERS (HEAVY).  
PART-EXCHANGE ARRANGED.  
TERMS, BOTH H.P. AND RENTAL, AVAILABLE.  
DEMONSTRATION VEHICLES.

SEDDON Diesel Mk. 15, fitted with P6 engine, 13-ft. 6-in. wheelbase cab and chassis, 825 tyre equipment.

**USED VEHICLES.**  
1956 B.M.C. 7-tonner, double-drop-side, fitted with power steering and twin-speed axle, very clean condition.  
1955 DODGE Diesel 106, fitted with 17-ft. 6-in. platform, alloy body and twin-speed axle, one owner, excellent condition.  
1955 (First registered August) SEDDON Diesel Scammell tractor unit Mk. 8/R, fitted with deluxe cab, illuminated roof indication, fitted with modified R6 engine, one owner. Can be recommended as being above-average condition.  
1951 E.R.F., fitted with Gardner 4LW engine, 17-ft. 6-in. platform body, in excellent condition throughout.  
1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.  
1954 (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.  
1949 COMMER Superiole, Perkins Diesel platform truck, considerably above-average condition.  
ALWAYS in stock, Diesel-engined vehicles between £200-£400.  
ALL the above vehicles are subject to the new deposits. 781-56

**CHARLES WENSLEY AND SONS, L.T.D.**  
OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £125.  
1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £150.  
1949 BEDFORD 5-ton long-wheelbase with chassis extension 16-ft. 6-in. body, P6 engine, £360.  
1949 BEDFORD 5-ton long-wheelbase tipper, P6 engine, £300.  
1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £125.  
1946 MORRIS 5-ton long-wheelbase platform truck, P6 engine, well tried, £325.  
1949 FORDSON 5-ton long-wheelbase platform truck, P6 engine, well tried, £325.

HIRE PURCHASE RESTRICTIONS NOW REMOVED

**CHARLES WENSLEY AND SONS, L.T.D.**  
MAIN VAUXHALL AND BEDFORD DEALERS.  
INGS ROAD, WAKEFIELD.  
Phone 2294-5, 3371. 781-33

**HAZLEMEER MOTOR CO.**  
(WALTHAM ABBEY), L.T.D.  
Waltham Cross 2275-7.  
BEDFORD DEALERS, FODEN DISTRIBUTORS  
PERKINS SIGNHOLDERS.

1950 BEDFORD 5-ton tipper.  
1950 FORD Thames truck, perfect job.  
1951 DODGE 3-ton truck, P4 engine.  
1954 FORD 5-ton Diesel tipper, P6 engine.  
A.E.C. 6-wheeler, single-drive 7.7, reconditioned engine.  
1956 BEDFORD Workabus.  
1956 BEDFORD A model Diesel P6 tractor unit with 20-ft. Tasker platform trailer and low-loading trailer.  
1947 FODEN 8-yd. tipper, 4LW engine, convertible to tractor unit with low-loading trailer, 16-ft. well, reconditioned, with new tyres and body.  
1953 LEYLAND Comet, 24-ft. truck body, 9.00 by 20 tyres. 781-10

**G. H. DUNNING,**  
BALLARDS YARD,  
HIGH STREET, EDGWARE.  
Edgware 2572.

OPEN WEEK-ENDS.  
'52 FORD 4D 2-ton van, £325.  
'51 FORD P6 5-ton long-wheelbase, £265.  
'52 FORD P6 Suxsex, 18-ft. 6-in. platform, £279.  
'54 DODGE P4 2-ton drop-side truck, excellent condition, £355.  
'55 FORD 4D 4-yd. drop-side tipper, £425.  
'51 FORD 4D 4-ton long-wheelbase truck, £379.  
'51 BEDFORD 2-ton drop-side truck, £165.  
'50 FORD P6 5-yd. drop-side tipper, £275.  
VARIOUS other second-hand vehicles too numerous to mention. Please inquire. 781-71

### Used Goods

OSV  
PREST  
293 LIVE

LARGE SELEC  
VISIT OUR U

1957 A.E.  
1957 A.E.  
1956 A.E.  
1956 LEVY  
1955 A.E.  
1955 A.E.  
1954 A.E.  
1954 BED  
1953 SED  
1951 FOD  
1951 LEY  
1950 FOD  
1949 A.E.  
1949 A.E.  
1949 LE  
1949 TH  
1948 TH  
1948 AL  
1946 G  
1945 G  
1943 AT  
CHOICE of also E.R.

P  
COMM  
A  
1956 SE  
1955 DO  
1954 AU  
1953 DO  
1950 DE  
P

C

1958 TI  
4, 4  
1955 BI  
1955 M  
1956 M  
1956 F  
1956 F  
1956 F  
1954 F

PHO

1957,  
1955,  
1955,  
1955,  
1947,  
1947,  
1939

CARM



## Used Goods Vehicles (contd.)

### OSWALD TILLOTSON, L.TD.

SUMMIT WORKS,  
BURNLEY.  
Phone 2201-4.

PRESTON STREET, BRADFORD, 7.  
Preston 2377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.  
Pendleton 2845-6.

LARGE SELECTION OF USED VEHICLES IN STOCK.  
VISIT OUR USED VEHICLE PARK AT SUMMIT  
WORKS, BURNLEY.

- 1957 A.E.C. Majestic twin steers, flats or tippers.  
1957 A.E.C. 8-wheeler, 24-ft. 6-in. body, 9.6 engine, air brakes, single drive, 18-in. sideboard.  
1955 GUY 8-wheel tipper, 22-ft. alloy U body.  
1956 LEYLAND Octopus, 24-ft. 6-in. alloy body, 600 engine, choice of three.  
1956 A.E.C. Mercury Mk. 1 tipper, 12-ft. 6-in. long, 7.75 engine, 5-speed box.  
1954 A.E.C. Mammoth Major 8-wheel tippers, 22-ft. 6-in. bodies, 11.3 and 9.6 engines, choice of two.  
1954 BEDFORD articulators, 22-ft. body with Dyson and Tasker semi-trailers.  
1953 SEDDON, P6 engine, 16-ft. extension body, choice of three.  
1951 FODEN Gardner 4LK, 16-ft. body with 18-in. sideboards.  
1951 LEYLAND Comet tractor and trailer, 90 engine, with Dyson 24-ft. semi-trailer.  
1950 FODEN 8-wheel tipper, Gardner 6LW, 12-cu.-yd. calibrated body.  
1949 FODEN 8-wheel tipper, 11-cu.-yd. calibrated body, 6LW Gardner, choice of three.  
1949 A.E.C. Monarch Mk. III, long wheelbase, 7.7 engine, 21-ft. timber body.  
1949 LEYLAND Comet 75 engine, 16-ft. 6-in. timber body.  
1949 THORNycROFT 8-wheel 24-ft. timber body, 6LW Gardner, double drive.  
1949 ALBION Chieftain, 16-ft. 6-in. body, 18-in. sideboards, Albion oil engine.  
1948 THORNycROFT Trusty, 8-wheel 24-ft. 6-in. body, double drive, Albion oil engine.  
1948 ALBION 8-wheel 24-ft. 6-in. body, Albion oil engine, double drive.  
1946 FODEN, 8-wheel 24-ft. 6-in. body, 6LW Gardner, booster box.  
1945 FODEN, 8-wheel 24-ft. 6-in. body, 6LW Gardner, single drive.  
1943 ATKINSON 6 wheel, 6LW engine, 22-ft. single body.  
CHOICE of Maudslay Moguls, Mustangs and Militants; also E.R.F. twin steers.

### PRALLS (HEREFORD), L.TD.

COMMERCIAL VEHICLE SPECIALISTS.

### ATKINSON, DODGE, AUSTIN, FORD.

- 1956 SEDDON tipper, short-wheelbase, overhauled, immediate delivery.  
1955 DODGE 7-ton, 19-ft. alloy platform, 2-speed axle D20 tyres.  
1954 AUSTIN 2-ton Lodestar drop-side truck.  
1953 DODGE 103 P6, short-wheelbase tipper.  
1950 DENNIS Jubilat, rigid 8-wheeler, 24-ft. platform body, unladen weight 7 tons 5 cwt.

### PRALLS (HEREFORD), L.TD.

HOLMER RD., HEREFORD.

Phone, Hereford 4221.

781-78

### CHASESIDE MOTOR CO., L.TD.

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

- 1958 Thames 12-seater Kenex de luxe, conversion, 4,800 miles, absolutely as new, A1 guarantee, £675.  
1955 BEDFORD 10-12-cwt. van, grey-black, in first-class condition, guaranteed, £275.  
1956 MORRIS J-type boxvan, special body, roller shutter, interior headroom 4 ft. 10 in., good tyres, first-class condition both in body and mechanically, exceptional value at £275.  
1956 FORD Thames 10-cwt. van, resprayed green, fitted reconditioned engine, first-class vehicle throughout, £265.  
1954 BEDFORD 10-12-cwt. van, blue, good sound vehicle throughout, £250.

### CARMICHAELS

FOR

COMMERCIALS.

PHONE, WORCESTER 6383 (five lines).

- 1957 December, B.M.C. 7-ton twin-ram, Diesel, high-sided tipper.  
1955 SEDDON 7-ton, Diesel, platform truck.  
1955 COMMER 5-ton, Diesel, drop-side truck.  
1947 MAUDSLAY, forward-control, long-wheelbase, Diesel, drop-side truck.  
1947 DENNIS Max, forward control, long-wheelbase, Diesel, drop-side truck.  
1939 ATKINSON, forward-control, long-wheelbase, Diesel, drop-side truck.

TERMS ARRANGED.

### CARMICHAEL AND SONS (WORC), L.TD.

THE BUTTS, WORCESTER.

781-216

## Used Goods Vehicles (contd.)

### COMBERHILL WAKEFIELD GARAGES, L.TD.

INGS ROAD, WAKEFIELD 6051 (FIVE LINES).

DISTRIBUTORS FOR ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

### SPECIAL A licence vehicles.

#### NORTH Western Area.

- 1955 FORDSON 4D Diesel 5-ton 4-wheel boxvans; choice two, unladen weight 2 tons 19½ cwt., expiry date September, 1960.

#### EAST Midlands Area.

- 1957 ATKINSON T746 tractor (Gardner 6LW), York and B.T.C. 27½-ft. articulated; choice two; tractor weight 5 tons 14 cwt., expiry date October, 1960.  
1957 MORRIS (B.M.C. 5.1-litre), York articulated 27-ft. alloy van, tractor weight 2½ tons, expiry date November, 1960.  
1957 MORRIS (B.M.C. 5.1-litre) 5-ton, 4-wheeler, alloy boxvan, unladen weight 3½ tons, expires 1959.  
1954 MORRIS (B.M.C. 5.1-litre) 5-ton, 4-wheeler, boxvan, unladen weight 3 tons, expires 1959.  
1953 51 MORRIS (petrol) 3-ton, 4-wheeler, boxvans; choice two; unladen weight 2 tons 9½ cwt., expires late 1960.  
1951 50 COMMER (petrol) 3-ton, 4-wheeler, boxvans; choice two; unladen weight 2½ tons-2½ tons; expires 1959.  
1950 BEDFORD (petrol) 3-ton, 4-wheeler, boxvan, unladen weight 2 tons 18 cwt., expires 1959.

### HAULAGE BUSINESS

CONTAINING FIVE VEHICLES (INCLUDING 1957 MORRIS DIESEL AND TWO 1955 FORDSON 4D DIESEL BOXVANS) ON PUBLIC A CARRIERS LICENCES.

VEHICLE UNLADEN LICENCE WEIGHT 14½ TONS.  
EXPIRY DATES—MID-1960.

### BASE L LEICESTER.

SMALL PREMISES AVAILABLE ON RENTAL, £4,000.

- NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p.) 17-ton 8-wheeler chassis-cab, immediate delivery.  
NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton 8-wheeler chassis-cab, pre-increase price.  
NEW ATKINSON T746 (Gardner 6LW) 4-wheeler tractor, double reduction axle, fifth-wheel coupler.  
NEW ATKINSON M644LW (Gardner 4LW) 7-8-ton, 4-wheel, 15-ft. alloy tipper, Milshaw gear.  
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton, 4-wheelers, all wheelbases in chassis-cab form available from stock.  
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton, 150-in. wheelbase 4-wheeler, 15-ft. alloy tipper.  
NEW MORRIS J2-type 15-cwt. vans, pick-up trucks, Minibus, J8-type 10-cwt. vans, LD-type 1- and 2-ton petrol and Diesel vans available from stock.

- 1957 FODEN OG4-9 (Gardner 4LK) 6-7-ton, 4-wheel, long-wheelbase chassis-cab, 8.25 hp 20.  
1956 SEDDON SL (Perkins P6) 6-7-ton, 4-wheel, 16-ft. platform, B20 tyres; choice two.  
1955 DENNIS Centaur (Diesel) 7-8-ton, 4-wheel, 19-ft. drop-side, 9.00 by 20 tyres.  
1955 ATKINSON M644 (Gardner 4LW) 7-8-ton 4-wheel Milshaw tipper, 15-ft. body.  
1954 DODGE Kew (Perkins P6) 6-7-ton, 4-wheel, new Milshaw tipper, 14-ft. timber body.  
1953 E.R.F. Type 3G-4 (Gardner 5LW) 7-8-ton, 18-ft. platform, 9.00 by 20.  
1951 ALBION HD51L (11-litre Diesel) 9-10-ton 4-wheel 20-ft. drop-side; choice three.  
1951 50 ALBION HD57L (9.6 Diesel) 15-ton, 8-wheel, 22-ft. platform; choice two, 9.00 by 20.  
1951 ATKINSON L1586 (Gardner 6LW) 15-ton, 8-wheeler, 24-ft. platform, 40 by 8.  
1949 LEYLAND Octopus (9.8-litre) 15-ton, 8-wheeler, 24-ft. platform, 9.00 by 20.  
1947 LEYLAND Octopus (9.8-litre) 15-ton, 8-wheeler, Milshaw tipper, 22-ft. timber body.

YORK TRAILER DISTRIBUTORS.

COMPLETE DETAILED LIST AVAILABLE.

HIRE-PURCHASE FACILITIES.

### COMBERHILL WAKEFIELD GARAGES, L.TD.

781-223

### BEECH'S GARAGE (HANLEY), L.TD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

- NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.  
1940 FODEN twin-steer, 5LW Gardner engine, 20-ft. platform body, in fair condition throughout.  
A.E.C. 6 by 6 Diesel, 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned by M.O.S., as new.  
A.E.C. Matador 4 by 4 fixed-side lorry, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.  
A.E.C. 6 by 6 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.  
1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.  
1948 BEDFORD G-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.  
1954 A.E.C. Mercury, 18-ft. drop-side body, 9.00 by 20 tyres, Duramin bow screen cab, in very good condition.  
1938 E.R.F. 8-wheeler, chassis and cab, double-drive, Gardner 6LW engine, 40 by 8 tyres, in very good condition.  
1948 E.R.F. 5.4 18-ft. platform body, 10.00 by 20 tyres, in good condition, Gardner 5LW engine, 4 by 4 Matador, petrol engine, 13.50 by 20.  
A.E.C. tyres, reconditioned by M.O.S., as new.  
1953 SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupler, in excellent condition.  
1950 E.R.F. 8-wheeler, 24-ft. drop-side body, double-drive axle, 10.00 by 20 tyres, in good condition.

### BEECH'S GARAGE (HANLEY), L.TD.

HOPE STREET, HANLEY, STOKE-ON-TRENT.

S-on-T. 25249 and 25240

781-420

October 17, 1958—THE COMMERCIAL MOTOR 61  
(Supplement)

## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), L.TD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:—

### NEW VEHICLES.

- E.R.F., 6LW, 5-speed box, double drive, 8-wheeler chassis and cab.  
A.E.C., 9.6, double drive, 8-wheeler chassis and cab.  
A.E.C., 9.6, 5-speed box, single drive, 8-wheeler chassis and cab.  
FODEN 6LW, double drive, 12-speed box, air brakes, 8-wheeler chassis and cab.  
A.E.C., Mercury, Mk. 1 and 2.  
ALBION Clydesdales, 18-ft. 6-in. and 22-ft. bodies, Leyland Comet engines, 6-speed box; choice of four.  
ALBION Chieftains, 19-ft. bodies.  
LEYLAND Comet, forward-control long-wheelbase 8-wheeler chassis and cab.

### USED 8-WHEELERS.

- 1954 A.E.C., 9.6 double drive.  
1954 ALBION, 11.3, double drive, 24-ft. flat.  
1953 FODEN 2-stroke, latest Mk. V engine.  
1953 LEYLAND 8-wheeler.  
1951 LEYLAND 8-wheeler.  
1950 FODEN 6LW, double drive, choice of three.  
1948 LEYLAND 8-wheeler.

### USED 6-WHEELERS.

- 1956 ALBION Reiver, Leyland Comet engine, immaculate.  
1955 ALBION Reiver.

### USED 4-WHEELERS.

- 1958 COMMER 2-stroke, choice of two.  
1955 SEDDON, long wheelbase.  
1955 SEDDON, choice of three.  
1955 COMMER 2-stroke.  
1953 DODGE R6, immaculate.  
1952 5 ALBION Chieftain, long-wheelbase, choice of two.  
1948 49 ALBION CX, choice of four.  
1945 48 E.R.F., choice of 10 from £350 each.

### USED TWIN STEERS.

- 1954 ATKINSON 5LW, twin steer.  
1949 E.R.F., twin steer.  
1948 MAUDSLAY twin steer, choice of three.  
CHOICE of 100 flats.

### USED TIPPERS.

- 1954 BEDFORD A-type, petrol, fitted 13-ft. bodies, choice of four.  
1950 FODEN, fitted new Milshaw gear and 22-ft. 6-in. alloy body.  
1948 FODEN, fitted new Milshaw gear, stabilizers and body, 6LW, double drive.  
SPARE parts for all types of Foden, E.R.F., Dodge, Bedford and A.E.C. Engines by Perkins, Gardner 4, 5- and 6-cylinder, A.E.C. 7.7, cheap to clear.

### NIGHT PHONE:

MIRFIELD 3183, 2160.

### SPARE PARTS DEPOT:

BRADFORD 64331-2.

### WALES:

R. COWDELL, NEWPORT 59866.

### SCOTLAND:

A. L. K. SIMPSON, ALVA 254.

781-423

### HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

- 1957 Thames Trader 5-ton 6D long-wheelbase truck, £1150.  
1955 November, Thames 4D 4-cu.-yd. tipper, alloy body, £475.  
1954 AUSTIN P6 5-ton long-wheelbase tipper, £350.  
1954 Thames 2-ton Cost Cutter petrol van, £350.  
1952 DODGE 5-ton P6 long-wheelbase truck, £390.  
1957 Thames 5-cwt. vans from £300.

### PERCY HENDY, L.TD.

VINCENTS WALK, SOUTHAMPTON.

Phone, Southampton 28331

ALSO AT CHANDLERS FORD. PHONE 2271.

781-336

A45



Used Goods Vehicles (contd.)

**CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD.**

DODGE MAIN DEALERS FOR S.E. ESSEX.

- 1956** DODGE 7-ton long-wheelbase truck, 19-ft. 6-in. body, one owner, exceptional condition, well tried.  
**1956** FORD Sussex 6-wheel 7-8-ton van, 1,500 cu. ft. all aluminium van body, one owner, super condition.  
**1953** DODGE 7-ton long-wheelbase truck, completely reconditioned.  
**1953** DODGE 2-3-ton van, all aluminium body, roller shutter rear, one owner.  
**1956** BEDFORD C.A.V. van, one owner, super condition, £425.  
**1953** DODGE 5-ton Diesel, cattle float, excellent condition.  
**1950** SEDDON 6-ton truck, with or without twin ram tipping gear.  
**1956** FORD 3-ton ET6 drop-side truck, one owner, very low mileage.  
**1958** BEDFORD Utilibike, one owner, 6,000 miles, immaculate, £575.  
**1957** BEDFORD Utilibike, two-tone, low mileage, £550.  
**1949** ALBION 8-ton Chieftain platform, new factory engine fitted last month, 3-ton 12-cwt. Special 5 licence, Eastern area.  
**NEW** FORD Trader 7-ton tipper, list.

**IMPERIAL GARAGE.**

PHONE, MADLEIGH, ESSEX 57271; AFTER HOURS, SOUTHEND 47348 OR GREAT WAKERING, ESSEX 275. 781-185

**CENTRAL GARAGE.**

BARNSELY ROAD, SOUTH ELSMALL, NEAR PONTEFRAC.  
Phone, Elmsall 276-7-8.

**USED VEHICLES.**

- ATKINSON** 4-wheeler, 1955, fitted with Gardner 4LK engine, 2-speed axle and 16-ft. 6-in. alloy platform, owner-driven from new.  
**ALBION** 6-wheeler Model CX5, March, 1950, with 4-cylinder engine and 24-ft. platform body.  
**ALBION** Reiver 6-wheeler, December, 1955, with Leyland Comet engine and fitted with a new 22-ft. 6-in. platform.  
**ALBION** Clydesdale Model ST101BY, 20-ft. platform body, December, 1954.  
**A.E.C.** 24-ft. platform body, 1955.  
**LEYLAND** Comet 90 Model ECO2R, July, 1955, short-wheelbase tipper, good tyres.  
**A.E.C.** Mammoth Major 8-wheeler, 1936, 7.7 engine, double drive, 24-ft. platform.  
**LEYLAND** 5-ton long-wheelbase, 1949.  
**E.R.F.** December 1945, fitted with 7.7 engine and 18-ft. platform body.  
**LEYLAND** 10-12-cwt. van, 1953, in clean condition.  
**LEYLAND** Hippo double-drive 24-ft. platform body, 1948.

**PART-EXCHANGES.**

HIRE-PURCHASE AND HIRING AGREEMENTS.

**CENTRAL GARAGE.**

SOUTH ELSMALL. 781-206

**W. HAROLD PERRY, LTD.**

STATION BRIDGE, WEALDSTONE, MIDDLESEX.

- 1957** July, COMMER TS3 7-cu.-yd. tipper, £1,450.  
**1957** B.M.C. AUSTIN 7-cu.-yd. Diesel tipper, reinforced floor, power steering, Eaton 2-speed axle, £1,495.  
**1954** AUSTIN 5-ton long-wheelbase truck, 1955.  
**1952** Thames 5-ton ET7 boxvan, £365.  
**1956** Thames P6 articulated boxvan body, £1,050.  
**EX-DEMONSTRATOR** 1957 Thames Trader, 5-ton, 152-in. wheelbase, 4-cylinder Diesel engine truck, cab painted red, £1,050.  
**EX-DEMONSTRATOR** 1957 Thames Trader, 5-ton, 152-in. wheelbase, 6-cylinder Diesel-engined truck, cab painted black, £1,150.

**HARROW 1031.**

OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS.  
AND TO  
5.30 P.M. SATURDAYS. 781-257

**COX AND CO. (LEEDS), LTD.**

OFFER the following used vehicles:—

- 1953** ALBION Chieftain tippers (petrol), first registered 1.11.53, fitted Milshaw twin-ram tipping gear, drop-sided 15-ft. tipping body, sound mechanical condition throughout.  
**1951** COMMER, 7-ton, underfloor petrol engine, platform body 15 ft. 6 in., new engine fitted last year, well shod.  
**1948** COMMER 25-cwt. forward-control platform truck, body length 11 ft., reconditioned last year and new set of tyres fitted.

**REGENT STREET,**

LEEDS, 2.  
Phone 31914 (six lines). 782-6720

Used Goods Vehicles (contd.)

**FERRARIS OF CRICKLEWOOD LTD.**

200-220 CRICKLEWOOD BROADWAY  
N.W.2.  
Gladstone 2234-5-6-7.

- AUSTIN.**  
**1955** AUSTIN A30 van with raised roof.  
**1949** AUSTIN A40 van of choice of three.  
**DODGE.**  
**1954** DODGE 5-ton P6 long-wheelbase truck.  
**1952** DODGE 103A P6 10-ton articulator complete with platform trailer.  
**FORDSON.**  
**1956** FORDSON 7-cwt. van.  
**1951** FORDSON 10-cwt. Luton van.  
**1951** FORDSON 4-ton van ET6 875 cu. ft. Luton.  
**MORRIS.**  
**1957** 15-cwt. J2 van.  
**VOLKSWAGEN.**  
**1956** VOLKSWAGEN van in blue. 781-318

**E. RAYMENT, LTD.**

DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE** 106AP6 platform, October, 1954, Diesel, good condition. H.D. equipment, repainted.  
**DODGE** 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.  
**FORD** (new) Trader 5-ton chassis and cab, 152-in. wheelbase, H.D. frame.  
**NEW** DODGE fully forward- and normal-control vehicles for early delivery.  
**NEW** Perkins engines and exchange units from stock.  
**334-340** ROMFORD RD., London, E.7. Maryland 4772-3-4. 781-258

- 1955** Thames 4D Diesel standard 2-ton van, £265.  
**1954** MORRIS-COMMERCIAL 5-ton short-wheelbase tipper, Diesel and overdrive, £250.  
**1949** MORRIS-COMMERCIAL 5-ton long-wheelbase chassis and cab, recent reconditioned Diesel engine, £125.  
**1948** BEDFORD 30-cwt. boxvan, £60.  
**ALL** in good condition.

**ERRINGTONS.**

LIVINGTON, LEICESTER.  
Phone 38102-3. 781-230

**R. A. JORDAN, LTD.**

MAIN DENNIS DISTRIBUTORS  
(NO CONNECTION WITH ANY OTHER FIRM).  
FOR GOOD USED VEHICLES.

- 1949** DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.  
**1949** DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.  
**1954** DENNIS Centaur 8-ton 18-ft. drop-side 5-speed Eaton axle, one owner.

**IVEL WORKS.**

BIGGLESWADE.  
Phone 2265. 781-299

**MAYDAY MOTORS, LTD.**

DODGE DISTRIBUTORS.

- NEW** DODGE long-wheelbase forward-control 7-ton truck, 19-ft. 6-in. body length.  
**1951** BEDFORD 5-ton tipper, good condition, £160.  
**1957** Thames Trader 4D 5-ton truck, 152-in. long wheelbase, 15-ft. 6-in. drop-side body, in first-class condition, at £960.  
**1952** 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.  
**1954** BEDFORD Dormobile, in good condition, choice of two, £295.  
**1955** BEDFORD Dormobile, £345.  
**1956** COMMER Cob Utility, in first-class condition, £430.  
**MAYDAY** RD., Thornton Heath, Croydon. Thornton Heath 3473. 781-269

- COMMER** 1953 5-ton meat-container van, in excellent condition, painted to choice.  
**MORRIS** 30-cwt. truck, March, 1938, cheap to clear.

- MORRIS** 5-ton forward-control tippers, 1952-53, choice of four, in fair condition.  
**MORRIS** Minor pick-up truck, January, 1955, in good condition throughout.  
**BEDFORD** Perkins articulated 6-wheeler, August, 1954, service engine, new tyres, trailer rebuilt, in very good condition throughout.  
**THORNCROFT** platform Diesel, January, 1946, reconditioned engine, in very good condition.  
**BEDFORD** 2-ton long-wheelbase van, in excellent condition, October, 1946.

**NEWCASTLE (STAFFS) MOTOR CO., LTD.**

NEWCASTLE ROAD,  
TRENT VALE, STOKE-ON-TRENT.  
Phone 64621-2-3. 781-361

Used Goods Vehicles (contd.)

**CHANDLERS MOTORS, LTD.**

TRUCKS and units:—

- 1956** DODGE 105, Diesel, long wheelbase, reconditioned engine, 9,000 by 20 tyres, £625.  
**1956** FORD 4D Diesel 5-ton truck, in first-class condition, £520.  
**1955** BEDFORD A-type Scammell petrol unit, C-licence operator, £400.  
**1954** October, BEDFORD 7-ton, R6, platform body, in excellent condition, £495.  
**1952** BEDFORD 7-ton long-wheelbase drop-side truck, C-licence, ex-militer, £245.  
**1951** BEDFORD Diesel 5-ton drop-side truck, £225.

**TIPPERS.**

- 1953** BEDFORD A-type 5-ton short-wheelbase tipper, Anthony hoist, steel body, choice of two, £180.  
**1950** AUSTIN Loadstar long-wheelbase tipper, £195.

**LUTON**

vans and pantechnicons.

- 1954** AUSTIN 3-way van, C-licensed operator, first-class condition, £165.  
**1954** AUSTIN 3-ton with meat body and hanging rail, excellent condition, £395.  
**1954** BEDFORD 5-ton boxvan, 1,000 cu. ft., £300.  
**1953** AUSTIN 5-ton pantechnic, 1,100 cu. ft., with drop well, Plymax body, excellent condition.  
**1951** October, FORDS, 1,300-cu.-ft. pantechnicon, drop wells, petrol, in first-class condition, choice of two, £265.

**CHANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.**

781-316

**THE NIGHTINGALE ENGINEERING CO., LTD.**

**NEW** ATKINSON L644 long-wheelbase chassis-cab, immediate delivery.  
**1958** (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.

- 1955** ATKINSON 8-wheeler, 24-ft. platform, auto tubes, 40 by 8 tyres, immaculate vehicle.  
**1954** SCAMMELL 8-wheel chassis-cab, very good mechanical condition throughout.  
**WESTERN** LANE, London, S.W.12. Battersea 2193, 781-253

**UNITED GARAGE (LEEDS), LTD.**

247 ELLAND ROAD,  
LEEDS, 11.  
Phone 77281.

- 1957** ALBION Clydesdale, Homalloy fibre-glass cab, Pilot V3 tipper.  
**1954** LEYLAND Comet ECO2-IR, Pilot V3 tipper, medium wheelbase.  
**1949** LEYLAND Comet, Pilot V3 tipper, medium wheelbase.  
**ALL** the above have drop-sided alloy bodies and are in very good condition throughout.  
**1956** FORD Thames, 3-ton, 4D engine, standard drop-side body, good condition. 781-362

**PERCY D. SLEEMAN, LTD.**

LONDON COMMERCIAL DEALERS.

- NEW** COMMER, Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.  
**NEW** COMMER tractor, Scammell coupling, air brakes, Rootes Diesel.  
**NEW** COMMER Unipower 6-wheeler chassis-cab, air brakes, 9,000 by 20 tyres, 21-ft. 6-in. platform, painted, with or without special A licence.  
**NEW** COMMER 11-ton forward-control light Diesel super-capacity van.  
**NEW** COMMER Express delivery van.  
**1956** VANGUARD 15-cwt. van, excellent condition.  
**1952** FODEN 8-wheeler, 24-ft. 6-in. platform body with Metropolitan Area and special A licence.  
**1950** SEDDON P6 tractor with 23-ft. platform trailer, S.A.E. coupling, with Metropolitan Area special A licence.  
**1949** A.E.C. Monarch tipper, Pilot gear, choice of 2.

**38 UXBRIDGE ROAD,**

EALING, W.S.  
Phone, Ealing 7987; Uxbridge 5022.  
After hours, Western 1321. 781-292

**W. HAROLD PERRY, LTD.**

MAIN FORD DEALERS,  
FINCHLEY.

OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

- 1955** Thames 5-cwt. van, good condition, £285.  
**1956** Thames 5-cwt. vans from £300.  
**1957** Thames 5-cwt. van, 2-tone colour, £345.  
**1955** AUSTIN A30 van, green, £300.  
**1956** AUSTIN A30 van, grey, £345.  
**1956** November, AUSTIN A40 van, £355.  
**1956** December, AUSTIN Omnivan, resprayed maroon, £425.  
**1956** BEDFORD 10-12-cwt. can, resprayed blue, £350.  
**1956** COMMER truck, good runner, £75.  
**1948** INVICTA WORKS, North Finchley, N.12.

**HILLSIDE 8888.**

781-338

Used Goods

**MODELS**

- BEDFORD** 1955 petrol tipper, 1956 SEDDON 1956 alloy body, 1956 BEDFORD 1956 very good or, 1956 AUSTIN 1956 A tippers, P6 4 tippers, 1955 A sound vehicle, 1955 M model 1955 AUSTIN 1955 A double drop, 1955 L EYLAND CO 1955 double drop, 1955 VULCAN 1955 Gardner engine, 1955 owner, very well, 1955 BEDFORD 1955 one owner.

**O. T.**

855 NEW LANG Phone. 1

**OVER**

1956, Octol, SELECTION 1

**OVER**

STAIN

**P.**

SHOW

1957 10-11

1955 10-11

1953 FOR

1953 BED

1955 AUS

1955 AUS

1943 AUS

SEE the full

room.

**SPA**

1951 CO

1952 PO

1952 BEL

1955 BED

1955 AUS

1953 VU

1953 Acco

H.P.

SOUTHER

HIGH

AUST

A New AU

OFFER the

months' AU

1957 AU

1949 AU

1950 BE

1955 FO

1955 tru

1956 FO

FOR sale,

are smal

4 x 4 tracto

G.S. lon

G.S. trucks,

Dennis Dies

and Willia

guard pick-u

vans, and 1

St. Wells

HUNTER

forward-

O-model bo

L-P6 boxvan

Hunter vel

Phone, How

1949 M

1951 M

Coaches, Br

381.



## Used Goods Vehicles (contd.)

**JACKSONS**  
FOR  
**MODERN SELECTED VEHICLES.**

**BEDFORD** 1955 7-ton double-drop-side long-wheelbase petrol tipper, 14-ft. body, one owner, excellent condition throughout.

**SEDDON** 1956 7-ton Diesel tipper. Pilot tipping gear, alloy body, excellent order, ready for road.

**BEDFORD** 1953 5-ton short-wheelbase petrol tippers, very good order, choice of three.

**AUSTIN** Loadstar, 1953, short-wheelbase wooden-body tipper, 16 engine, well tired, repainted and ready for work, choice of three.

**MORRIS-COMMERIAL** Diesel 30-cwt. van, LDO2 model 1956, in excellent condition throughout.

**AUSTIN** 1955 3-ton long-wheelbase Diesel truck, very sound vehicle throughout.

**LYLAND** Comet, 1957, long-wheelbase, 18-ft. body, double-drop-side, one owner, nominal mileage, almost new.

**VULCAN** 1952 7-ton long-wheelbase truck, 4LW Gardner engine, 17-ft. body, double-drop-side, one owner, very well maintained.

**BEDFORD** 1954 5-ton short-wheelbase tipper, petrol, one owner, this is an exceptional vehicle.

**O. T. JACKSON MOTORS, LTD.**  
855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR BIRMINGHAM.  
Phone, Birmingham, Broadwell, 2871-2-3. 781-437

## OVER HALL GARAGES, LTD.

1956, October, BEDFORD CA van, heavy-duty tyres, excellent order, one owner.  
**SELECTION Diesel boxvans.**

## OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD.  
Ashford 5741. 781-333

## P.L.P. MOTORS, LTD.

SHOWROOMS AND SALES CONTROL,  
44-48 WINNICK ROAD,  
WARRINGTON W46 6JE.

1957 10-12-cwt. van, very clean condition, colour black, extra seats, £400.

1955 AUSTIN A40 Countryman, radio, heater, £425.

1953 FORDSON van with side windows, good condition, £180.

1953 BEDFORD Dormobile, radio, heater, £340.

1955 AUSTIN van, black, equipped with bench-type drop seat to rear of driver, £250.

1943 AUSTIN 5-ton short-wheelbase tipper, £65.

SEE the full range of new BEDFORDS in our showroom. 781-384

## SPA GARAGES (LEEDS), LTD.

MEANWOOD ROAD,  
LEEDS, 7.  
Phone 34884.

1951 COMMER long-wheelbase Superpole, Perkins P6, ex-celent condition, £295.

1952 BEDFORD long-wheelbase, petrol, 7 tonner.

1952 BEDFORD 4-5-ton long-wheelbase, petrol.

1955 ALBION Reiver 6-wheeler fitted with fully reconditioned Chieftain engine, £1,750.

1953 VULCAN long-wheelbase, fitted P6, £345.

H.P. Accounts settled. Part-exchanges. H.P. arranged. 781-390

## SOUTHERN COUNTIES GARAGES, LTD.

HIGH STREET, CRAWLEY, SUSSEX.  
Phone 25666.

## AUSTIN AND FORD COMMERCIALS.

New AUSTIN 4-ton van and pick-up in stock.

OFFER the following vehicles, mostly carrying three months' written guarantee:—

1957 AUSTIN 152 van, low mileage, £495.

1949 AUSTIN 3-way loader, £95.

1950 BEDFORD 5-ton cattle truck (container type), £295.

1955 FORD 10-cwt. van with windows, £275.

1955 FORD 4D 2-3-ton short-wheelbase drop-side truck, £295.

1955 FORD 10-cwt. van, one owner-driver, £315.

1956 FORD 10-cwt. van, one owner-driver, £315.

FOR sale, unregistered ex-Government vehicles, many are small mileage and in original condition. Bedford 4 x 4 tractors with winches, Bedford OLS Bedford 3-5-ton G.S. long-wheelbase trucks; Austin, Ford and Albion G.S. trucks, 4 x 4 A.E.C. Matador, Maudslay and Dennis Diesels; Morris 4 x 4 1-ton trucks, £65 each; Ford and Willys Jeeps; Kennerlys with winches; Standard Vanguard pick-up; Hillman 10 pick-up; several Ford 10-cwt. vans and 1955 Seddon 25-cwt. Diesel. Thomas, South St., Wells, Somerset. Phone 3192 782-6660

**HUNTER VEHICLES, LTD.** offer 1951 Austin 25-cwt. forward-control petrol truck; 1952 Bedford 5-ton O-model boxvan, petrol, one owner; 1954 Seddon Mk. 5 L-P boxvan, light alloy, excellent condition, one owner. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Phone, Howard 4184. 781-x1893

1949 BEDFORD 5-ton long-wheelbase, £100.

1951 MORRIS 5-ton van, very good condition, prices shatter, near door, bargain, £200. **Prices Coaches, Broughton, Astley, Leicester.** Phone, Sutton Elms 381. 781-6682

## Used Goods Vehicles (contd.)

**BLACKBIRD HILL GARAGE, LTD.**  
BLACKBIRD HILL, KINGSBURY, N.W.9.  
Phone, Colindale 6134.

## COMMERCIAL VEHICLE CENTRE.

1957 AUSTIN Omnicoach, immaculate, £525.

1953 FORD 10-cwt. pick-up truck, £195.

1957 AUSTIN 152 truck, £425.

1954 FORD 5-cwt., £150.

1951 AUSTIN A70, ex-gown van, £195.

1957 BEDFORD CAV van, £340.

1955 AUSTIN A40 van, extra seat, £320.

1951 AUSTIN A70 van, new engine, £200.

1958 AUSTIN A35 pick-up, £495.

1951 MORRIS 3-ton, £70.

NEW.

EARLY delivery of all Austin, Morris and Ford commercial vehicles.

IMMEDIATE delivery AUSTIN 152 Omnivan, choice of colours; also Austin 152 Omnicoach.

IMMEDIATE delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.

IMMEDIATE delivery A50 vans; choice of colours.

A35 Vans, choice of colour. 781-396

1958 15-cwt. Thames builder's truck, customer exchanging to larger FORD truck, new price bargain, £495.

1953 FORD 3-ton truck, converted to Diesel, 16,000 miles ago, recolluded, £375.

1950 DODGE 5-ton long-wheelbase petrol truck, excellent condition, £165.

1951 DODGE long-wheelbase Diesel truck, fitted Eaton 2-speed axle, £195.

1948 BEDFORD 6-cwt. van, good order, £125.

1954 FORD 1-cwt. van factory reconditioned engine fitted, £180.

## GILBERT RICE, LTD.

HORSHAM, SUSSEX  
Phone 4331 781-380

## MORTON'S GARAGE, LTD.

81 BINLEY ROAD,  
COVENTRY.  
Phone 53354.

## COMM. KARRIER DEALERS.

1958 KARRIER 2-ton platform body, petrol, ex stock.

1956 BEDFORD 7-ton tipper, petrol engine, £660.

1955 BEDFORD 10-12-cwt. van, repainted, £300.

1954 COMMER 7-ton tipper, petrol engine, £425.

1953 MORRIS 10-cwt. van, 23,000, with heater, £265.

1953 RELIANT 10-cwt. van, ladder rack, £80.

1953 BEDFORD 4-ton drop-sider long-wheelbase, £320.

1947 BEDFORD 12-cwt. van, repainted, £85.

## PART-EXCHANGES, HIRE-PURCHASE.

INSURANCE.  
OPEN SEVEN DAYS PER WEEK. 781-359

## MAYFAIR GARAGES (TAMWORTH), LTD.

COLESHILL ROAD,  
FAZELEY, TAMWORTH, STAFFS.  
Phone, Tamworth 1396.

## THE COMMERCIAL MOTOR SPECIALISTS

OFFER THE FOLLOWING

## CAREFULLY SELECTED USED VEHICLES.

AUSTIN long-wheelbase 5-ton twin-ram end tipper, fitted Perkins P6 engine, good tyres and general condition, 14-ft. drop-side body.

MAUDSLAY twin-steer, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.

DODGE 1956 metal-bodied tipping truck, 9 ft. by 3 ft. Perkins P6 engine, very good condition.

SENTINEL 1954 light 6-wheeler with 21-ft. drop-sided body, servo brakes, 4-cylinder D.I. engine, in excellent condition, tyres very good.

## PART-EXCHANGES, HIRE-PURCHASE.

INSURANCE. 781-450

1958 New FORD Trader articulated units (two), fitted with S.A.E. fifth-wheel couplings and 2-line air brakes, two brand-new Tanker 10-ton semi-trailers, 8.25 by 20 tyres, all in genuine showroom condition; also one reconditioned 10-ton semi-trailer in good condition.

1955 4D articulated unit, completely overhauled, new Tanker semi-trailer fitted with Tanker coupling gear.

1953 COMMER OX petrol model, fitted new engine.

1953 differential and Eaton 2-speed axle, new tyres all round, 10-12-ton Eagle semi-trailer, fitted S.A.E. coupling in good condition.

SOLE reason for sale of the above-mentioned vehicles is that they are being withdrawn from contract.

FULL particulars, price, etc., from Copice Garage, Ltd., Watling St., Dordon, near Tamworth, Staffs. Polesworth 333 and 427. 781-6688

## Used Goods Vehicles (contd.)

## COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 25475-6-7

BEDFORD 1954 Dormobile, one owner, £375.

BEDFORD 1953 C.A. van, £195.

BEDFORD 1947 long-wheelbase truck, £125.

FORD 1956 5-cwt. Thames van, very clean, £275.

AUSTIN 1947 2-ton meat van, £175.

AUSTIN 1948 2-ton 3-way loader van, £165.

FORD 1951 ET6 5-ton tipper, new engine, good tyres.

FORD 1952 ET6 5-ton meat van, £200.

AUSTIN 1949 3-way van, £95.

781-397

## G.T.C. (COMMERCIALS), LTD.

1956 FORD 4D Diesel, 4-5-ton long-wheelbase drop-side tipper, 8-cu.-yd. wooden drop-side body, one owner, £550.

1955 DODGE 3-ton short-wheelbase tippers, wooden drop-side bodies, choice of two, £425.

1954 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, in outstanding condition, one Clifence owner, £450.

1954 BEDFORD 10-cwt. unit and 20-ft. B.T.C. trailer, reconditioned engine, 10,000 miles ago, one owner, £450.

1954 COMMER 7-ton long-wheelbase drop-side truck, 18-ft. body, one Clifence owner since new, £375.

1953 DODGE Diesel 5-ton long-wheelbase drop-side truck, Eaton 2-speed axle, choice of two, £325.

1953 AUSTIN Diesel 5-ton long-wheelbase drop-side truck, exceptionally clean, £365.

1952 BEDFORD 2-3-ton boxvan, separate cab, one owner, choice of three, £185.

1952 BEDFORD 2-3-ton 800-gallon paraffin tanker, very clean, one owner, £295.

1952 BEDFORD 2-3-ton long-wheelbase drop-side truck, very clean, £225.

1951 COMMER 7-ton, underfloor engine, short-wheelbase tipper, 8-cu.-yd. wooden body, 14-cu.-ft. hoist gear, £175.

1951 BEDFORD 5-ton boxvan, separate cab, nearly new tyres, one Clifence owner, £195.

1948 DODGE Perkins P6 Diesel, 1,000-cu.-ft. Luton van, new body three years ago, one owner, £200.

**G.T.C. (COMMERCIALS), LTD.** 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 781-477

## SIMPSON'S MOTORS (WEMBLEY), LTD.

345 HIGH ROAD,  
WEMBLEY.  
Phone, Wembley 3903, 8691, 4422.

COMMER horsebox.

1950 FORD Thames Utility type, windows and seat.

1954 FORD gown van.

1949 FORD 10-cwt. van; choice of three. 781-321

**MYERS COMMERCIALS, LTD.** Olympia Buildings, Bradford. Phone 31726. New and used vehicles. 522-726

## SPARSHATTS offer:—

1956 BEDFORD 5-ton Diesel platform lorry, excellent condition, first registered September, 1956, £675.

1955 B.M.C. 5-ton Diesel chassis-cab, fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.

1955 MORRIS 14-ton 340-cu.-ft. van, £485.

**J. H. SPARSHATT AND SONS, LTD.** London Rd., J. H. Hites, Portsmouth. Phone, Portsmouth 60361. 781-301

1957 December, AUSTIN 152 Omnivan, 10,000 miles, one owner, dual colour, unwritten, £495.

1955 MORRIS MINOR 5-cwt. van, green, one owner, unwritten, perfect condition, only £310.

1946 DENNIS Max Diesel, 6-7-ton platform, reconditioned gearbox, good condition, £198.

**CATERHAM MOTOR CO., LTD.** Caterham 4242. 781-x2072

1946 And 1947 SCAMMELL tractors, 6LW Gardners, ex-petroleum board, very clean.

1952 DODGE Diesel, 2-speed axle, Scammell tractor complete with 20-ft. trailer, clean.

1950 BEDFORD Diesel 5-ton long-wheelbase lorry.

1945 E.R.F., 4LW engine, clean lorry.

1949 COMMER OX 7-ton Luton furniture van.

Perkins P6 engine, complete with Bedford fittings or Dodge fittings, can be heard running.

Model AUSTIN B.M.C. 10-ton Scammell tractor, Eaton 2-speed axle.

SCAMMELL trailers, 20 ft., from £100.

**255 WALTON LANE, Liverpool, 4.** Aintree 1873. 781-385

1956 AUSTIN 5-ton long-wheelbase drop-side truck, petrol, body reconditioned, ready for immediate use, £575.

1956 Normal-control AUSTIN 5-ton long-wheelbase drop-side truck in primer, body reconditioned, immediate use, first-class condition, £575.

MORRIS 1-ton van, petrol engine, 1955, £310.

1954 AUSTIN Diesel engine, 2-3-ton long-wheelbase drop-side truck, sides and tailboard sheeted aluminium would make excellent tipper converted, excellent condition, £465. Wray Park Garages, Ltd. Phone, Regate 2263. 781-395

A47







## Used Goods Vehicles (contd.)

**1954** MORRIS 5-cwt. van, blue, clean condition. £275.  
**1955** FORD 10-cwt. van, exceptionally clean. £235.  
**CAPITAL MOTOR CO., LTD.**, Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456. 781-325  
**1949** FODEN 8-wheeler, 6LW.  
**1954** 5-ton AUSTIN, petrol.  
**1954** 7-ton Guy, Perkins P6.  
**1950** COMMERCIAL cattle truck, petrol, one owner.  
**1954** COMMERCIAL Superpoise Diesel 4.5-tonner.  
**1954** BEDFORD flats, 7-ton Diesel.  
**1956** ALBION Chieftain, 7-ton.  
**1953** SAYERS GARAGE, Brough, Westmorland. Brough 781-440

## Unclassified Wanted

**W. JONES (MANCHESTER), LTD.**, 5 Marsden Court, Manchester 4.  
**WANTED**, commercial vehicles, all classes, 20 short-wheelbase tipper and 20 long-wheelbase tipper cash. Phone Manchester, Blackfriars 6037, between 10 a.m. and 4 p.m.; after hours, Wigan 3035 or Haigh (Wigan) 049. zzz-740  
**WANTED** urgent, all types of petrol and Diesel commercial vehicles, for dismantling for export.  
**BELGRAVE AUTOS**, Belgrave Walk, Mitcham, Surrey. Phone M11 7691  
**WANTED**, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers; also petrol-engined trucks and tippers, 30-cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.  
**T. JACKSON MOTORS, LTD.**, 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 781-349

**WANTED** to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, Diesel-engined lorries; also several tipper trucks and tippers, 30-cwt.-7 tons, Bedford preferred. Also damaged late-model lorries suitable for rebuilding.

## WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356. 781-233

**1951** Or later, 5-ton DODGE 7-ton BEDFORD or similar, chassis and cab, long or short wheelbase, with or without petrol engine, for conversion to tractor. R. J. Powell and Son, Middlemarsh, Sherborne, Dorset. 781-x2036

## SPECIAL A-LICENCE VEHICLES

**TRAILERS**, special A licences for sale East Midlands and Met. areas.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 1751  
**SOUTH-EASTERN AREA**, 1956 7-ton B.M.C. (power steering and 2-speed axle); 1956 7-ton drop-side Bedford; 1954 5-ton P6 Ford Thames. Box CM813, care of The Commercial Motor. 781-111  
**COMMERCIAL**, two 1957 TS3, with or without special A. Roger Rees Transport, Swansea 7383.  
**NEWPORT MOTOR SERVICES**, East Usk Rd., Newport, Mon. Phone 59441-2.  
**1953** A.E.C. 8-wheeler with special A.  
**1955** LEYLAND Octopus 8-wheeler.  
**1955** ATKINSON 8-wheeler.  
**SPECIAL A** licences, South Wales Area.  
**SEDDON** distributors for Monmouthshire. 781-142  
**1954** BEDFORD, P6, long-wheelbase drop-side.  
**1950** A.E.C. 7.7 engine, 8-10-ton long-wheelbase drop-side.  
**1951** JENSEN 24-ft. long-wheelbase dropside.  
**1947** MAUDSLAY, A.E.C. 7.7 engine, 8-10-ton long-wheelbase dropside.  
**ALL** above with West Midlands special A licences.  
**GEO. H. KENDRICK**, Carters Green, West Bromwich. Phone, Wes 0778. 781-150

## PETERBOROUGH ENGINEERING CO.

**1952** ALBION 8-wheel platform, 8 tons, East Midland, £3,500.  
**1946** E.R.F. 18-ft. drop-side, 4 tons 19 cwt., Eastern. £2,050.  
**EAGLE** 25-ft. tandem trailer, Metropolitan, £1,050.

## 44 EYE RD.,

PETERBOROUGH.

Phone 6161. 781-455

**SPECIAL A** licence artic. for sale, South Wales area, 4 ton 5 cwt., complete. Box CM8120, care of "The Commercial Motor." 781-x2046

## Special A-Licence Vehicles Wanted

**SPECIAL A** licences required any area. Cash settlement. S. Hughes (Commercial), Ltd., Lodge Garage, Whitehall Rd. West, Gomersal, near Leeds. zzz-762

**WANTED** to purchase Special A licences and vehicles, any weight in any part of the country.  
**WANTED**, articulated vehicles with Special A licences, will pay very good prices.

## WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356. 781-234

## Special A-Licence Vehicles (contd.)

**WANTED**, Luton van with special A licence, Box CM817, care of "The Commercial Motor." 781-123  
**WANTED**, special A licence, West Midlands area, articulated vehicle, any weight. Morris Transport, Ltd., Church Rd., Boldmore, Sutton Coldfield. Phone, Erdington 4131. 781-151  
**WANTED**, special A licences, with or without vehicles, Metropolitan Area.  
**PERCY D. SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 781-290  
**SPECIAL A** trailer licence required, Metropolitan Area. Advise price. Phone Ux5 6989. 781-277  
**WANTED**, articulated units with special A licences for all areas. Woodcock's Transport (Chorley), Ltd., Cross Lane, Salford, 5. Phone, Pendleton 5333. 781-391  
**WANTED**, special A licence, any weight, Western or South Eastern and Metropolitan Areas. Immediate cash settlement. Box CM5310, care of "The Commercial Motor." 781-353  
**WANTED**, Special A licence, South Eastern area, 7 tons, Pitters Transport, Southampton. Phone, West End 2385. 781-x2049

## NEW GOODS VEHICLES

### ALBION

### ALBION AND LEYLAND

NEW COMMERCIAL AND PASSENGER VEHICLES

AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES.

WE WELCOME YOUR INQUIRIES, WHICH WILL

RECEIVE OUR PROMPT ATTENTION.

COMPREHENSIVE SPARES AND SERVICE

FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY

CATERED FOR.

### MILLBURN MOTORS, LTD.

GLASGOW. CARLISLE. PRESTON.

Phone: Bell 0073-6 Carlisle 25422. Longton 3255

zzz-747

### SPARSHATTS

EARLY DELIVERIES OF THE

NEW

5-TON CLAYMORE

AND

7-TON CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for the County of Sussex.

### SPARSHATTS,

BOGNOR ROAD, CHICHESTER.

Phone, Chichester 4154.

### SPARSHATTS,

BELLENDEEN ROAD, PECKHAM, S.E.15.

Phone, New Cross 2939. zzz-705

### AUSTIN

THE CAR MART, LTD.,

AUSTIN COMMERCIALS,

WELSH HARP, EDGWARE ROAD, N.W.9.

HENDON 6500.

And at Euston 1212; Streatham 0054; Ealing 6600;

Hither Green 6111. zzz-738

### J. GIBBS, LTD.,

AUSTIN DISTRIBUTORS,

AND

MAIN PARTS STOCKISTS.

ENGINEERS AND BODYBUILDERS.

Comprehensive range of Austin Commercial vehicles in stock.

### LONGBRIDGE HOUSE,

BEDFORD FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). zzz-579

### PRYNN AND STEVENS, LTD.,

AUSTIN DISTRIBUTORS.

PICK-UPS, vans, trucks, tippers, pantechonics and passenger vehicles with petrol and Diesel engines. Repairs and service to B.M.C. exclusively.

### THE SOUTH LONDON AUSTIN DEPOT.

57 ACRE LANE, S.W.2.

Brixton 1155. zzz-642

October 17, 1958—THE COMMERCIAL MOTOR 65  
(Supplement)

## New Goods Vehicles (contd.)

### C. G. NORMAN (COMMERCIAL), LTD.,

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES

SUBMITTED.

### 50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. zzz-0863

### F. J. KEEN AND SON, LTD.,

AUSTIN DEALERS AND COACHBUILDERS.

EARLY delivery all models, A35 vans from stock.

### QUEEN'S CIRCUS,

BATTERSEA, S.W.5.

Macaulay 3373. 781-263

### BEDFORD

ASK your agents for details of the new Boys third axle for the new big BEDFORD 7-ton. zzz-787

### HAMILTON MOTORS (LONDON), LTD.,

466-490 EDGWARE ROAD,

LONDON, W.2.

FAVOURABLE delivery can now be quoted on many models of BEDFORDS, including—

NEW BEDFORD 5-ton long-wheelbase, petrol.

NEW BEDFORD 7-ton long-wheelbase, petrol.

NEW BEDFORD 5-ton short-wheelbase tipper.

NEW BEDFORD 30-cwt. van.

NEW BEDFORD 10-12-cwt. gown van.

NEW BEDFORD 7-ton long-wheelbase truck, Diesel.

WE welcome your inquiries which will receive our immediate and individual attention.

### HAMILTON MOTORS (LONDON), LTD.,

466-490 EDGWARE ROAD,

LONDON, W.2.

Phone, Paddington 0022 (12 lines). zzz-624

### CROYDON AUTOMOBILE CO. LTD., BEDFORD

Main Dealers, 50,000 sq. ft. devoted exclusively to new-used Bedford Sales Service.

CROYDON AUTOMOBILE CO. LTD., 352-400 London Rd., Croydon. Tho 3646. zzz-784

### COMPREHENSIVE RANGE OF MODELS

AVAILABLE

FROM 10 CWT. TO 10 TONS.

CONSULT

### ARLINGTON MOTOR CO., LTD.,

MAIN DEALERS:—

HIGH ROAD, PONDERS END, MIDDX.

Phone, Howard 1266.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

RETAIL DEALERS:—

DUMBALLS ROAD, CARDIFF, GLAMORGAN.

Phone, Cardiff 30641.

THE LEADING COMMERCIAL AND PASSENGER

VEHICLE SPECIALISTS.

INQUIRIES WELCOMED.

BODYBUILDERS.

PROMPT ATTENTION.

### ARLINGTON MOTOR CO., LTD.,

HIGH ROAD, PONDERS END, MIDDX.

Phone, Howard 1266. 781-279

### PARSONS AND PARSONS (GARAGES), LTD.

SEE AND TRY THE NEW BEDFORD

COMMERCIALS.

NEW BEDFORD 6-ton long-wheelbase chassis-cab

300-in. Diesel, long bumper, 3 P.W., £1,361 6s. 9d.

NEW BEDFORD 8-ton T/U 300-in. Diesel, 2-speed,

£1,537 6s. 1d.

NEW BEDFORD 3-ton long-wheelbase N/C drop-side

truck, petrol, £947 2s. 9d.

SALES STAFF ON DUTY SATURDAYS AND

SUNDAYS.

IMMEDIATE INSURANCE AND HIRE-PURCHASE

FACILITIES.

PART-EXCHANGE AND PROMPT AFTER-SALES

SERVICE.

### HARLOW, ESSEX.

PHONE, POTTER STREET 121-2-4. 781-233

A49



**New Goods Vehicles (cont'd.)**

**K. J. M. MOTORS, LTD.**  
BEDFORD OFFICIAL MAIN DEALERS.  
NEW BEDFORD, immediate delivery.  
WIDMORE RD., Brcmley, Kent. Ravensbourne 3456.  
781-264

**WELCH'S GARAGE (STAPLEFORD), LTD.**  
BEDFORD-LAND ROVER DEALERS.  
OFFER

**FOR IMMEDIATE DELIVERY:—**  
NEW BEDFORD 7-ton chassis-cab with 300 Diesel.  
2-speed axle and 9.00 tyre equipment.  
10-12-CWT BEDFORD van.

**FOR YOUR NEW COMMERCIAL COME TO**  
**LONDON ROAD, STAPLEFORD, CAMBS.**  
Phone, Shelford 3017-8-9. 781-381

**B.M.C.**  
HAVE you seen the B.M.C./Boys 10-ton 6-wheeler?  
Ask your agent for details. 222-788

**EAST GREENWICH GARAGE, LTD.,** Trafalgar Rd.,  
S.E.10. Gre 4776-7. Early delivery all models  
including the new 7-ton 781-287

**COMMER**  
BOYS third axles are available for COMMER 7-ton  
trucks. Ask your agent. 222-789

**REGAL GARAGE (OLD KENT ROAD), LTD.**  
ROOTES GROUP AREA DEALERS.  
SALES, SERVICE, SPARES.  
Immediate or early delivery on all COMMERS from  
8 cwt. to 10 tons, with petrol or Diesel engines.  
The largest stockists of Rootes Group spares in South  
London.

**814 OLD KENT ROAD, S.E.15.**  
NEW CROSS 4966. 222-674

**EXPAND WITH COMMERS AND**  
**SAVE MONEY**  
BY DEALING WITH  
HAMBLYNS GARAGE,  
THE LEADING COMMERCIAL PEOPLE.  
IMMEDIATE DELIVERY.

**NEW COMMERCIAL**  
7-TON TS3 MEDIUM-WHEELBASE TIPPER,  
THE IDEAL TIPPER FOR EVERY JOB.  
Extension sides for coal and coke, etc., optional extra.  
Amazing engine life. Approximately 20 m.p.g.

**NEW COMMERCIAL**  
7-TON SHORT-WHEELBASE STANDARD TIPPER.  
TOP ALLOWANCE FOR YOUR OLD VEHICLE.  
EASY HIRE AND RENTAL SCHEME AVAILABLE  
IF REQUIRED.

**HAMBLYNS GARAGE,**  
RECTORY ROAD,  
RUSHDEN 3211. 781-144

**S.W.7. BREW BROS., LTD.,** 133 Old Brompton  
Rd., for early delivery of all models; Cob  
van in stock. Fre 3333. 781-267

**DODGE**  
BOYS third axle for the new DODGE 3144 by 3145  
tipper and flat. Ask your agent. 222-999

**COTTEE AND EDWARDS (1939), LTD.,** Castle  
Boulevard, Nottingham Phone 52213. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and Sales. 222-880

**LAWLER MOTORS, LTD.,**  
OFFICIAL AGENTS.  
NEW VEHICLES, REPAIRS, SPARES,  
BODYBUILDING, PAINTING.

**FINCH STREET,**  
DEPTFORD, S.E.8.  
Phone, Tideway 4441-2-3. 781-774

**L. A. MITCHELL (MOTORS), LTD.,**  
DODGE DISTRIBUTORS.  
PERKINS SIGNHOLDERS.

NEW DODGE tippers, 103BP6, 144R6, from stock; list  
price.  
EARLY delivery of all petrol and Diesel models, from  
2-12 tons.  
EXCELLENT service; £20,000 spares in stock; part-  
exchange, hire-purchase.  
IF it's DODGE—Mitchell's your man!

**BALHAM HIGH RD., S.W.12.** Phone, Bal 2234.  
781-176

A50

**New Goods Vehicles (cont'd.)**

**G.O. FORWARD WITH DODGE.**  
EARLY delivery all models. East Greenwich Garage,  
Ltd., Trafalgar Rd., S.E.10. Gre 4776-7. 781-284

**NEW DODGE** long-wheelbase and short-wheelbase  
trucks, petrol or Diesel, normal or forward control.  
For early delivery.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.,**  
Portsmouth Rd. Guildford Surrey. Phone, Guild-  
ford 62907. 781-247

**E.R.F.**  
NEW vehicles, ex stock.  
4.4 (G), fitted 20-ft. wood drop-side body.  
6.8 (G) 8-wheeled chassis-cab.

**SELLERS AND BATTY (SALES), LTD.,** Fensate  
Peterborough (phone 4048); distributors for Northants,  
Hunts, Cambs and Suffolk. Early delivery all models.  
Part-exchanges and terms; spares and service. 222-623

**FODEN**  
**COTTEE AND EDWARDS (1939), LTD.,** Castle  
Boulevard, Nottingham. Phone 52213. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. 222-879

**FORD THAMES**  
NOW available, the Boys third axle for the Thames  
Trader, all models, tipper and flats. Ask your agent.  
222-1000

**F. H. PEACOCK, LTD.,**  
MAIN FORD DEALERS  
AND COACHBUILDERS.  
EARLY DELIVERY OF ALL VEHICLES.  
SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.  
Balham 1271 (10 lines). 222-757

**FOR YOUR COMMERCIAL VEHICLE REQUIREMENTS.**

**DAGENHAM MOTORS, LTD.,**  
COMMERCIAL VEHICLE SALES.  
ALPERTON—PER 3388.  
CATFORD—HIT 6161.  
WOOLWICH—WOO 7771.  
NORWOOD—GYF 7671.  
BAYSWATER—PARK 1211.  
WEST END—HYD 4070.  
ELTHAM—ELT 0131. 222-6015

**ADLARDS MOTORS, LTD.,**  
MAIN FORD DEALERS.  
Brixton 6431 (six lines).  
43-45 ACRE LANE, BRIXTON, S.W.2.

Offer immediate or early delivery of the magnificent  
NEW THAMES TRADER VEHICLES.  
Powered with the 4- or 6-cylinder Diesel and petrol  
engines.

WRITE, PHONE OR CALL FOR PARTICULARS.  
222-788

**RICHARDSON FOR FORD.**  
TRY US FIRST, FULL RANGE AVAILABLE.  
TERMS, PART-EXCHANGES, DEMONSTRATIONS.

**RICHARDSONS,**  
WOLSELEY ROAD,  
RUGELEY, STAFFS.  
Rugeley 759. 781-157

**HUBERT DEES, LTD.,**  
FORD MAIN DEALERS,  
BRIGHTON ROAD, CROYDON.  
Cro 6011.

**SIDCUP BY-PASS, KENT,**  
Footscray 5676.

IMMEDIATE or early delivery of the complete range of  
Thames, petrol or Diesel commercial vehicles.  
DEMONSTRATIONS and part-exchanges arranged.  
Consult us about your requirements for special bodies,  
and attractive hire-purchase terms. 222-791

**W. J. BROWN** for the new Thames Traders. 339  
Finchley Rd., N.W.3. Ham 2284. 781-332

**FRANK G. GATES, LTD.,**  
MAIN FORD DEALERS,  
GATES CORNER, E.18.  
Wan 6633.

THE full range of Thames and Trader commercials,  
always available. Quotations and demonstrations of  
standard FORD vehicles and special applications willingly  
given on request. Specialized service given at our  
Commercial only depot. Chigwell Rd., Woodford.  
781-427

**New Goods Vehicles (cont'd.)**

**W. HAROLD PERRY, LTD.,**  
MAIN FORD DEALERS.  
FINCHLEY

OFFER immediate delivery of all new THAMES com-  
mercial vehicles.

3-TON S.F.C. THAMES 157-in. wheelbase 4-cylinder  
Diesel truck.

4-TON Trader, 138-in.-wheelbase 4-cylinder Diesel truck.

5-TON Trader, 108-in.-wheelbase, with Invicta 5-cu.-yd.  
wooden body, metal floor, drop sides.

7-TON Trader tipper, drop-side body with Anthony gear.  
drop-side truck.

SPECIALISTS in all types of bodywork.

H.P. Facilities available.

279 BALLARDS LANE, North Finchley.  
HILLSIDE 8888. 781-337

**GUY**

K. AND B. MOTORS, distributors for GUY vehicles in  
North-eastern England. Early delivery on most models  
of Guy 4-, 6- and 8-wheelers. Part-exchange welcome.  
Fuel pumps and injector service for all makes.  
K. 35273 (four lines).

**NORTH CHESHIRE MOTORS, LTD.,** Wootton  
Phone, Warrington 3277. Service, spares and sales.  
222-902

**DISTRIBUTORS FOR GUY MOTORS,**  
**LOCOMOTORS, LTD.,**  
520 LONDON ROAD,  
MITCHAM.

Phone, Mitcham 1657-8-9.  
GUY WARRIOR 8-TONNERS AVAILABLE FOR  
IMMEDIATE DELIVERY. 784-711

**JEEP**  
1958 WILLYS JEEP direct from U.S.A. available in  
U.K.; larger, more comfortable, powerful. Sup-  
plied to order. Sole appointed British Concessionaires,  
Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6.  
222-605

**LAND ROVER**  
SEARLE, LTD., offer new models from stock, highest  
part-exchange allowance. Thames St., Sunbury 1014.  
781-104

NEW LAND ROVER Series II, 88-in. wheelbase, petrol,  
fairly early delivery, £640 ex-works.

NEW LAND ROVER Series II, 88-in. wheelbase, Diesel,  
fairly early delivery, £740 ex-works.

NEW LAND ROVER Series II, 109-in. wheelbase,  
petrol, fairly early delivery, £730 ex-works.

NEW LAND ROVER Series II, 109-in. wheelbase,  
Diesel, fairly early delivery, £820 ex-works.

COOMBS COMMERCIAL (GUILDFORD), LTD.,  
Portsmouth Rd., Guildford, Surrey. Phone, Guild-  
ford 62907. 781-248

**WELCH'S GARAGE (STAPLEFORD), LTD.,**  
BEDFORD-LAND ROVER DEALERS.  
NEW LAND ROVER short-wheelbase Mk. II, immediate  
delivery.

**FOR YOUR NEW COMMERCIAL COME TO**  
**LONDON ROAD, STAPLEFORD, CAMBS.**  
Phone, Shelford 3017-8-9. 781-382

**LEYLAND**  
BOYS third axles for all Comets and Beavers. Ask your  
agent. 222-739

**J. H. SPARSHATT AND SONS**  
(SOUTHAMPTON), LTD.,

THE CAUSEWAY,  
REDBRIDGE,  
SOUTHAMPTON.  
Phone, Totton 2258. 222-923

**ARLINGTON MOTOR CO., LTD.**  
IMMEDIATE delivery.

NEW Octopus chassis and cab.

NEW Beaver chassis and cab.

NEW Comet ECOS 2/2R with Anthony tipping gear  
and body.

NEW Comet short-wheelbase chassis-cab, suitable for  
tipper body.

NEW Comet long-wheelbase forward control chassis and  
cab.

HIGH ROAD, PONDERS END, ENFIELD, MIDD.  
Phone, Howard 1266.

ALSO AT  
25-27 VAUXHALL BRIDGE ROAD, S.W.1.  
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF.  
Phone 30641. 781-283

**New Goods**

**W. RAY PARK**  
12 vans; C  
2263

**DELIVERY** for  
5-ton forward  
cab. Lyne, Fran

**THE SEDDO**  
12-ton pos

**BRENTWOOD**  
tributors, B

**H**

**THE SEDDO**  
County  
carriers and tr  
loads 1-12 tons  
gross weight  
part-exchange.  
to:—

**HALLS (FIN**

**USED**

**A.E.C.,**  
heaters, certifi  
records availa

**ONE** runner  
bus, to c

**A.E.C.**  
dition through  
of fitness No  
each. Lansde  
Mar 4994.

**1949** Jun  
has only been  
condition thro  
H.P. terms a

**A.E.C.**  
braken, good  
£1,400

**A.E.C.**  
heater, certifi  
THE above  
choice.

**FURTHER**  
don Rd.

**NINE A.E.**  
(Liverpool)  
Waterloo 233

**£500** On  
of fitness 190

**1957**  
good, barg  
Phone, Mar

**1952**  
C  
B

**1950**  
C  
B

**1947**  
C  
B

**1948-9**  
good, barg  
Phone, Mar

**1955.**  
coaches are  
radios, one  
Coaches, To

**IMMEDIA**  
petrol  
and prices f  
Colindale 6

**1950**  
Moore Coast  
port 4763.

**1952**  
fitness 190  
and Gibb  
Herts. Pi



## New Goods Vehicles (contd.)

**MORRIS**  
WRAY PARK GARAGES. Immediate delivery JB and J2 vans; choice of several used vehicles. Reigate 781-353.

**DELIVERY** from stock, new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 781-350.

**SEDDON**  
THE SEDDON MK. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 781-794.  
**BRENTWOOD ENGINEERING CO., LTD.** Essex. Distributors, Brook St., Brentwood, Essex. Phone 3520. 781-772.

**HALLS (FINCHLEY), LTD.**  
886-902 HIGH ROAD,  
NORTH FINCHLEY, N.12.

THE SEDDON distributors for London and Home Counties. Full range of new Seddon, including load carriers and tractor units with Perkins engines for loads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range to:-

**HALLS (FINCHLEY), LTD.** Phone, Hillside 1044-9. 781-836.

## New Goods Vehicles (contd.)

**WEYBRIDGE AUTOMOBILES, LTD.**  
QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

**IMMEDIATE** delivery new 7-ton MK. XV SEDDON 17-ft. flat-platform truck, fitted a Perkins P6 engine, price £2,159 5s. 781-375.

**COTTEE AND EDWARDS (1930), LTD.** Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales. 781-881.

**SENTINEL**  
NORTH CHESHIRE MOTORS, LTD., Wootton. Phone, Warrington 3277. Service, spares and sales. 781-903.

**VOLKSWAGEN**  
EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd. S.W.7. Frenantle 7722. 781-839.

**UNCLASSIFIED**  
THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. 781-795.

## October 17, 1958—THE COMMERCIAL MOTOR 67 (Supplement)

### New Goods Vehicles (contd.)

**STEELE GRIFFITHS AND CO., LTD.** 295 Camberwell New Rd., S.E.25. Phone, Roehampton 2201-6. All makes of commercial vehicles supplied. 781-886.

**COX'S MOTORS (HILL TOP), LTD.**  
FOR NEW

**LEYLAND,**  
**MORRIS-COMMERCIAL,**  
**ALBION,**  
**B.M.C.**

All types of bodies built to your requirements. Part-exchanges and terms arranged.

**COX'S MOTORS (HILL TOP), LTD.**  
127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470 and 1047. 781-172.

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**A.E.C.** 1915, 7.7 A.E.C. 56-seater Park Royal D/1700 condition, fitted doors and heaters, certificate of fitness just expired, full maintenance records available. Skill's Motor Coaches, Nottingham. 781-102.

**ONE** runner A.E.C. 7.7-litre, crash gearbox, 35-seater bus, to clear, £100. Fulham 8241. 781-55.

**A.E.C.** 7.7, fitted 1950, full-fronted luxury hard-top condition throughout, just released from service, certificate of fitness November, 1960, choice of two only, £550 each. Lansdowne, Livingstone Rd., Stratford, London. Mar 4994. 781-271.

**1949**, June, A.E.C. Diesel, 33-seater coach, reconditioned engine fitted January, 1958, this vehicle has only been used for carrying own staff, in excellent condition throughout, a real sacrifice for quick sale, £425. H.P. terms arranged. Iver 947. 781-342.

**A.E.C.** 1951 Mk. III, 9.6 preselector, 37-seater, Burlingtonham Seagull, green interior, refined brakes, good tyres, radio, heater, certificate of fitness, 1961, £1,400.

**A.E.C.** 7-engine Maudslayi, 1951, 37-seater Gurney Nutting body, refined brakes, good tyres, heater, certificate of fitness 1961, choice of two, £1,150 each. The above three coaches are all 30-ft. long, painted to choice. H.P. can be arranged.

**FURTHER** particulars from Alpha Coaches, 35 Clarendon Rd., London, N.15. Stamford Hill 9966. 781-6717.

**NINE** A.E.C. double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321. 781-438.

#### BEDFORD

**£500** Only, 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960.

#### TERMS AND EXCHANGES.

**WILDE AND BENNETT, LTD.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

After hours, 356. 781-235.

#### V. C. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE, KENT.

Breasted 291.

**1957** BEDFORD Super Vega 5, 41-seater Duplex, radio and heaters, £2,500 o.n.o. Great

**1952** BEDFORD Duplex Vega 33-seater, one owner, choice of two.

**1950** BEDFORD Vista, 29-seater Duplex, one owner, certificate of fitness, choice of two.

**1947** BEDFORD Vista, 29-seater Duplex, certificate of fitness 1961, choice of three. 781-268.

**1948-9** Duplex Vista, 29-seater, certificate of fitness, very nice condition, recently painted, tyres very good, bargain, £325. Lansdowne, Stratford, London. Phone, Mar 4994. 781-270.

**1955**, BEDFORD Duplex, 36-seater, £2,250. 1954 Bedford Plaxton, 35-seater, £1,950. Both coaches are full luxury, fitted tubular heating and H.M.V. radios, one window, and used only on private hire. Bennett's Coaches, Tongwynlais, Cardiff. Phone, Taffs Well 176. 781-2025.

**IMMEDIATE** delivery BEDFORD Duplex service buses, petrol and Diesel models, 30 and 43 seats, full details and prices from Duplex Motor Bodies, Ltd., Hendon, W.9. Colindale 6412. 781-365.

**1950** Vista, certificate of fitness 1960, one owner, £500, can be seen by appointment. Great Moor Coaches, 110 Buxton Rd., Stockport. Day Stockport 4763. P.M. Stepping Hill 2686. 781-472.

**1952** Bedford Duplex 36-seater, interior green moquette, exterior cream, blue, certificate of fitness, 1961, £1,500. Hire-purchase arranged. Picton and Gibbs, Ltd., 744 St. Albans Rd., Garston, Watford, Herts. Phone, Garston 2720. 782-2050.

### Used Passenger Vehicles (contd.)

**BEDFORD-DUPLEX** Super Vega 41-seater, registered 9 July, 1957, mileage to date 22,500, indistinguishable from new inside and out, red and cream exterior, autumn tints interior, fitted two heaters, Formica waist panels, fog lamps, taken December 31, bargain at £2,675; deferred terms. 781-434.

**CYRIL H. THOMAS, LTD.** Vauxhall, Bedford Main Dealers, Calne, Wilts. Phone 2411. 781-434.

#### Bedford Wanted

**1957** BEDFORD 41-seater Duplex or Plaxton, low mileage.

**CAMPING'S COACHES**, Park Crescent, Brighton 781-7.

**BEDFORD** 10-14-seater coach wanted, 1950 onwards. Spurling type preferred. Woolfenden's, Ltd., Breck Rd., Anfield, Liverpool. Anf 4688. 783-6712.

#### COMMER

**1950** COMMER Avenger, 33-seater luxury Plaxton body with courier seat, certificate of fitness up to July, 1959, body, engine and chassis in excellent condition.

**1955** COMMER TS1, 37-seater luxury Burlingtonham body with a courier's seat, certificate of fitness up to October, 1959, engine recently overhauled, a first-class luxury coach.

THE above can be viewed by appointment.

**ALLENWAYS, LTD.** 580 Moseley Rd., Birmingham. 12. Phone, Calthorpe 3191-2. 781-160.

**1957** COMMER Rootes Diesel 41-seater Duplex luxury coaches, overdrive, heaters, certificates of fitness 1964, painted and lettered to your instructions, £3,200. Don Everall, Ltd., Wolverhampton 23212. 781-197.

**1949** COMMER Q4 30-seater coach, certificate of fitness until May, 1962, price £250. Phone Sydenham 6345. 781-190.

**14-SEATER** COMMER Reading luxury coach, 1955, £1,100. Phone 53619. Grove Coaches, Alfalf Rd., Coventry. 781-2070.

**COMMER** Avenger, 33-seater Plaxton, 1950, £450. 93 Woodside Rd., Wyke, Bradford 76227. 781-2071.

#### CROSSLEY

**1952** CROSSLEY, downdraught engine, 37-seater, full-front Sirachan body, radio and heater, certificate of fitness 24.6.62, part-exchange Bedford 29 Duplex. Phone, Great Bentley 241. 781-1881.

**1949** CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 781-57.

#### DAIMLER

**JUNE**, 1955 DAIMLER Freeline Duplex Britannia 41-seater fitted with heaters and radio, nearly new tyres, this coach is in outstanding condition, small mileage, any examination or trial, Write Box CM814, care of "The Commercial Motor". 781-115.

**FIVE** double-deck buses 1943-45 DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 781-368.

#### DENNIS

#### Dennis Wanted

**1949** Onwards, DENNIS's 35-seater Duplex, Box CM8117, care of "The Commercial Motor". 781-240.

#### FODEN

**1951** FODEN 39-seater, repainted, engine, clutch overhauled, certificate of fitness October, 1959. £1,350. Phone, Sonning 3171. 10 Warren Rd., Woodley, Reading. 783-6691.

#### LEYLAND

**1950** Comet, Strachan 33, red-maroon, excellent engine and body, radio, heater, 781-340.

### Used Passenger Vehicles (contd.)

**FOUR** LEYLAND double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321. 781-439.

#### UNCLASSIFIED

**COLBRO, LTD.**, offer:-

**THREE** GUY deckers, certificate of fitness 1959 and 1960, from £175.

**ONE** Beadle Cub single-decker, 1949, certificate of fitness, 1959, £185.

**ONE** DENNIS decker, certificate of fitness 1960, 1949 body, £195.

**B** RISTOL single-deckers from £100-£150 each.

**FOUR** ALBION single-deckers, 6LW, offers.

**FOUR** A.E.C. single-deckers 1948, £300 each.

**TWO** GUY deckers, 6LW, offers.

**CHOICE** of 20 LEYLAND high-bridge and low-bridge deckers.

**ALL** vehicles actually in stock.

**ENGINES**, axles, gearboxes available for most types.

#### JAW BONE WORKS,

WOOD LANE,

ROTHWELL, LEEDS.

Phone, Rothwell 3258. 782-6697.

**1950** BEDFORD Vista, Plaxton 33-seater, certificate of fitness 1960, Perspex dome, roof and quarter, seats retrimmed, £700. 1950 Commer Avenger, Churchill, 33-seater, £350 or highest offers will be accepted to clear. Pettigrew Bros., Mauchline. Phone 479; after 6 p.m. 159.

**1949** COMMER 29-seater Harrington, fitted P6, very good condition, £350.

**1947** BEDFORD 29-seater, good mechanical order, body needs attention, £140.

**1943** BEDFORD Utility, £85.

**1939** A.E.C. 64-seat double-deckers, first-class order, £200; choice of two.

**PRICES** COACHES, Broughton Astley, Leicester, Phone, Sutton Elms 381. 781-6641.

**LEYLAND** TS8 coach, June, 1940, 8.6 Diesel, full-front Harrington body, been used as mobile furniture showroom, good mechanical condition, good tyres, £135.

**1943** BEDFORD coach, 28 seats, good condition, suitable for mobile shop, £95.

**BEDFORD** Vista 29-seater, certificate of fitness to 1960, resealed by Lush, £225.

**LES** MOTOR SALES, 45-57 Aston Rd. North, Birmingham. Phone, Aston 3732. 781-137.

#### COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (three lines).

**1950** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duplex, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

**1950**, July, GUY Viren, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

**1950**, May, DENNIS 35-seater Whitson coach, exterior brown-cream, certificate of fitness to April, 1960.

**1950**, February, BEDFORD 29-seater Vistas, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December, 1958.

**1949**, May, CROSSLEY 33-seater Duplex body, red-lawn moquette, exterior red-cream, certificate of fitness to May, 1959.

**1949**, June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

**1948**, May, DENNIS Lancel III, 33-seater Duplex luxury, sliding roof, high-back seats, red-lawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.

**1947**, November, MAUDSLAY Mark II, fitted with A.E.C. 7.7 Diesel engine, 35-seater Duplex, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961. 781-38.



Used Passenger Vehicles (contd.)

**F.C.S. LTD.**  
SUPER COACHES  
FOR THE SMALL OPERATOR.  
SPECIAL H.P. TERMS.  
PART EXCHANGES.

1951-52 A.E.C., fully fronted Beagle, choice of 16 chassis condition, certificate of fitness 1961-2, price £900-£950 each.

LEYLAND super coaches, choice of 20, fitted 1959-60 Harrison 35-32-seater full luxury bodies, deep cushion high-backed full luxury leather and moquette seating large continental rear luggage boot, front entrance, sliding door, etc., in immaculate mechanical and body condition, certificate of fitness 1949-50, to see in to buy, price £350-£395 each.

1949 BEDFORD 29-seater coaches, choice of three, in good mechanical and body condition, nearly new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.

LEYLAND, A.E.C., Bristol, etc., over 50 high- and low-bridge double-deckers just come into stock, 1948 bodies all Leyland, Metcam, etc., varying certificates of fitness, to clear £150-£175 each.

ALL the above vehicles carry our 3-month guarantee.

SPECIAL H.P. FACILITIES.

PART EXCHANGES.

FLEET CARS (SALES), LTD.

F.C.S. WORKS.

LONDON ROAD,

DUNCHURCH,

N.R. RUGBY.

P.V.D., LTD.

100

SELECTED BUSES AND COACHES  
ACTUALLY IN STOCK AND AVAILABLE FOR  
IMMEDIATE INSPECTION AND TEST.

COACHES.

FOR THE LITTLE MAN.

1948 BRISTOL saloons, choice of ten, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. Diesel units, 5-speed boxes, in excellent mechanical and body condition. Certificate of fitness to 1960, price £550 each.

1949 COMMERCIAL 31-seater full-luxury coach, in super mechanical and body condition, just re-engineered and re-certified for four years from April this year, price £250.

1949 CROSSLAND 33-seater full-luxury coach, high-backed leather, moquette and Dunlopillo seating, in excellent mechanical and body condition. Certificate of fitness to 1959, price £195.

1948 A.E.C., choice of two 35-seater full-luxury coaches, high-backed leather, moquette and Dunlopillo seating, in super mechanical and body condition, re-seated 1958. Certificate of fitness 1960-61, price £550.

LEYLAND T88/7, choice of two, fitted 33-seater 1950 Leyland bodies, fully-fronted luxury coaches, high-backed leather, moquette and Dunlopillo seating, fitted 7.4 P51 Diesel engines, in good mechanical and body condition. Certificate of fitness just expired, all main pillars done this year, will re-certify at little expense, if any, price £275 each.

1939 LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.4 P51 type Diesel engine, in excellent mechanical and body condition. Certificate of fitness expires 1960, price £325 each.

1938-39 LEYLAND, choice of two, fitted 35-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.7 Diesel engines, in excellent mechanical and body condition. Certificate of fitness to 1960, price £300 each.

1946 A.E.C. 34-seater saloon, Brush all-metal body, fitted 7.7 Diesel engine, crash box, in good mechanical and body condition. Certificate of fitness to end of 1959, price £250.

1940-39 BRISTOL L-type 35-seater saloons, fitted 5.5W Gardner Diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

1940-39 LEYLAND, choice of 25 high- and low-bridge double-deckers, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition. Certificate of fitness to end of 1958, some 1959 will re-certify at very little expense, to clear, price £150-£175 each.

DENNIS, choice of 25, low-bridge double-deckers, fitted 1948-49 Leyland Royal bodies, 5.5W Gardner Diesel engines, 5-speed gearboxes, in excellent mechanical and body condition. Certificate of fitness expires end 1959-60, several with ticket nearly expired, will all re-certify, price to clear, £175-£200 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.

TRADE INQUIRIES INVITED.

PASSENGER VEHICLE DISPOSALS, LTD.

WOLSTON GRANGE,

LONDON ROAD, RUGBY.

Phone, Wolston (Coventry) 330.

On the A45.

A52

Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
THE COACH SPECIALISTS OF THE SOUTH.  
COACH SHOWROOMS AND SERVICE STATION,  
TRADING ESTATE, FARNHAM, SURREY.  
Phone 8 a.m. to 6 p.m., Farnham 4626-7;  
after 6 p.m. Farnham 4481.

WE can give an early delivery of 1959 petrol and Diesel models, fitted Dupre, Burlingham and Plaxton bodies. Now available for demonstration. (Inquiries welcomed.)

1957 August, LEYLAND Tiger Cub, fitted 41 seats, Dupre, centre-entrance body, radio and heaters, red interior, cream exterior, immaculate, £4,150.

1956 BEDFORD, R6, fitted 41-seater Dupre body, heater, red interior, £2,750.

1953 BEDFORD 5B Yeates Riviera, 35 seats, every extra fitted, retrimmed red interior, amber lift-up vents, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,350.

1952 BEDFORD Vega, 33 seats, heater, blue interior, one owner only, £1,650.

1952 DENNIS Falcon, fitted 35-seater Burlingham Scagull body, blue interior, heater, choice of three, certificate of fitness 1962, one owner only, £1,250.

1949, November, COMMERCIAL Avenger, 33 seats, Allison weather body, blue interior, red and maroon exterior, certificate of fitness February, 1960, £750.

1949, July, AUSTIN 31-seater luxury body, good tyres, clean vehicle, £375.

1949 SEDDON, P6, fitted 31-seater full-front body, clean vehicle, certificate of fitness 1959, £450.

1949 DENNIS J3, fitted luxury 33-seater body, radio and heater, certificate of fitness 30.4.59, £675.

1949 BEDFORD Mark IV 31-seater bus, leather seats, certificate of fitness July, 1960, £200.

1949 BEDFORD Vista, 29 high-back seats, radio and heater, good tyres, £675.

1948 COMMERCIAL Commando, 30-seater, high-backed Dunlopillo seating, clean vehicle, £175.

1948 DAIMLER CDV6, 35-seater body, very clean, good tyres, certificate of fitness 1960, £750.

1948 BEDFORD Mark IV bus, 28 seats, £150.

1948 (Registered) A.E.C. 7.7 Burlingham 33-seater coach, certificate of fitness December, 1959, £325.

1948 BEDFORD Vista 29-seater, red interior, certificate of fitness October, 1961, £395.

1946 47-48 BEDFORD Vistas, all with certificate of fitness, from £250.

1947 GUY Arab, Gardner 31W, Strachans 35-seater coach, good runners, £150.

1947 ALWAYS a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries.

HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed. 781-35

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE—

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
HOWARD 126, PBX.

OFFER IMMEDIATE DELIVERY

NEW BEDFORD petrol engine chassis mounted with 1 Dupre 37-seater coachwork, glass roof quarters and tubular racks, £500 worth of extras including tables, finished red and grey, coach as exhibited at Earls Court on the Dupre stand.

ALSO—  
EARLY delivery of new BEDFORD petrol engine chassis, 1959 model, Dupre 41-seater Super Vega coaches, finished to instructions, demonstrations available.

NEW BEDFORD petrol engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.

NEW A.E.C. Reliance 41-43-seater Dupre Britannia coachwork, centre front entrance, vacuum or air brakes, finished to instructions.

1958 BEDFORD Dupre 41-seater Super Vega, heater, radio, Dunlopillo seating, H. moulding, small mileage, finished red and cream, certificate of fitness 1959.

1958 BEDFORD Dupre 41-seater Super Vega, Con-upholstered in blue, finished blue, certificate of fitness 1965.

1952 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1963.

1952 BEDFORD Dupre 37-seater Super Vega, upholstered in blue, heater and radio fitted, finished blue and cream, certificate of fitness 1963.

1951 BEDFORD 33-seater Dupre Vega, 7-ft. 6-in. wide, upholstered in blue, finished blue, certificate of fitness 1961.

1951 BEDFORD 33-seater Dupre Vega, 7-ft. 6-in. wide, glass roof quarters, tubular parcel rack, heater fitted, finished cream, certificate of fitness 1961.

1949 finished blue and cream, certificate of fitness 1959.

1947 A.E.C. Regal 7.7 engine, 35-seater Dupre coachwork, certificate of fitness 1960.

CHOICE of seven 1947-48 BEDFORD 29-seater coaches, C complete with certificates of fitness to 1961, finished green.

1939 LEYLAND T88 oil engine, mounted with 1948 Dupre 33-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.

PART-EXCHANGE AND HIRE-PURCHASE

ARRANGED BY OUR DEPOTS AT—

LONDON.

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.  
Vic 6033.

CARDIFF.

DUMBALLS ROAD, CARDIFF.

Phone, Cardiff 30641.

SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

Used Passenger Vehicles (contd.)

**S.M.T.**  
177-205 FINNIESTON STREET,  
GLASGOW, C.3.  
Phone, Douglas 2940. Phone, Douglas 2940

FOR THE FINEST SELECTION OF

NEW AND USED COACHES

IN THE COUNTRY.

NEW COACHES.

MAY WE QUOTE FOR YOUR NEXT SEASON'S REQUIREMENTS NOW? YOUR INQUIRY WILL RECEIVE PROMPT AND CAREFUL ATTENTION.

IMMEDIATE DELIVERY FROM STOCK—

NEW BEDFORD Dupre 41-seater coach exterior in blue and silver with seats in dark red patterned moquette.

NEW BEDFORD Plaxton 41-seater coach, exterior in red and cream, with seats in red patterned moquette.

NEW BEDFORD Burlingham 41-seater coach, exterior in brown and cream, with seats in red patterned moquette.

ONLY one, brand-new BEDFORD Dupre 41-seater full-luxury coach, 1958 model, exterior in cream with seats in fawn patterned moquette.

USED COACHES.

WE HAVE A WONDERFUL SELECTION OF USED COACHES, PETROL AND DIESEL, ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS EXCELLENT STOCK INCLUDE—

1958 BEDFORD Plaxton 41-seater full-luxury coach with Leyland Comet Diesel engine, as new.

1958 BEDFORD Plaxton 41-seater full-luxury coach with petrol engine, choice of two absolutely top-notch machines.

1955 BEDFORD Dupre 36-seater standard Vega coach, R6 Diesel engine, choice of two excellent machines.

1951 BEDFORD Dupre 29-seater full-luxury coach, excellent condition throughout.

1949 AUSTIN Mann Egerton 31-seater coach.

1957 BEDFORD Plaxton 41-seater full-luxury coach with petrol engine, absolutely as new in appearance and condition.

1955 ALBION Strachan 39-seater coach, outstanding machine at reasonable price.

1955 ALBION Dupre 36-seater full-luxury coach, top-quality machine at reasonable price.

1954 BEDFORD Dupre 36-seater standard Vega coach, choice of two excellent machines.

1951 COMMERCIAL Avenger 33-seater coach, this is a full-front up-to-date in appearance coach at very reasonable price.

1950 LEYLAND Comet Plaxton 33-seater coach, offered at cheap price for quick disposal.

BUSES.

1947 Daimler 56-seater double-decker with Daimler engine and Northern Counties body, high-bridge with rear exit doors, exterior in green and cream, certificate of fitness November, 1961.

SELECTION of 1943-45 Daimler double-deckers with A.E.C. 7.7 engines; these vehicles carry no certificates of fitness, but have only just come off service and are suitable for works contracts.

EXCELLENT selection of A.E.C. Albion, Foden 33-seater half-cab machines in excellent good condition and roadworthy, offered at very low prices for contract work.

MANY OTHERS IN STOCK.

MAY WE HAVE YOUR INQUIRY?

OUR REPUTATION AS ONE OF THE GREATEST COACH SELLING ORGANIZATIONS IN THE COUNTRY SUPPORTS EVERY TRANSACTION.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOMED. 781-70

DON EVERALL, LTD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NOW taking orders for 1959 BEDFORD 29-41-seater coaches, fitted petrol or Diesel engines.

1957 COMMERCIAL Rootes Diesel 41-seater Dupre coaches, overdrive, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £3,200.

1953 LEYLAND Royal Tiger 41-seater Burlingham coach, certified 1963, £2,300.

1952 DAIMLER Freeline 43-seater Metalcraft coach, heaters, etc., certified 1962, £2,000.

1951 August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.

1950 FODEN 6LW Gardner 33-seater Window coach, certificate of fitness 1960, £650.

1949 GUY Meadows Diesel engine, fitted with 1952 37-seater Yeates coach body, certified 1960, repainted, £1,100.

1949 MAUDSLAY 7.7 Diesel 33-seater Burlingham coach, fitted new seats, certified 1959, £600.

1948 A.E.C. Mark III, 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £650.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab Diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL, LTD.

781-198



## Used Passenger Vehicles (contd.)

**PERCY D. SLEEMAN, L. TD.**  
LONDON COMMERCIAL DEALERS.

**COMMER** Rootes Diesel Burlingham 41-seater, finished to choice, 14 days' delivery.  
**A.E.C.** Reliance Duple 41-seater, finished to choice, 14 days' delivery.  
**1956** BEDFORD Vegas, Duple body, 41-seaters.  
**1955** COMMERS. TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.  
**1954** BEDFORD Burlingham 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1950.  
**1952** BEDFORD Duple 33 seats, upholstered in red, finished in maroon, certificate of fitness 1952.  
**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1951.  
**1951** Gurney Nutting body, 8 ft. wide, air brakes, certificate of fitness 1951.  
**1950** A.E.C. Mk. 4 Burlingham Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificate of fitness 1950.  
**1947** A.E.C. 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1950, £325.  
**1943** 46 DAIMLER, 7.7 or Gardner SLW, choice of several, certificate of fitness, from £195.  
**1943** 45 GUY, 55 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness from £195.  
**SEVERAL** A.E.C. 9.6 and Leyland PSI, chassis only.  
**PART-EXCHANGE** and hire-purchase terms to suit individual requirements.

**38 UXBRIDGE ROAD,**

**EALING, W.3.**

Phone, Ealing 7967; Uxbridge 5022.

After hours, Western 1321.

781-291

**BARNARD AND BARNARD, L. TD.**

**1958** BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with radio, lift-up roof lights, rear dome lights in excellent condition throughout, certificate of fitness 1954, choice of three.  
**1957** Duple body, radio, many extras, certificate of fitness 1954, choice of three.  
**1954** BEDFORD 35-seater Plaxton body, three lift-up roof lights, radio, heater, many extras, finished in red and grey, certificate of fitness 1959.  
**1953** BEDFORD Burlingham Seagull, 36-seater full luxury body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1953.  
**1952** GUY Arab fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1951.  
**1952** BEDFORD 35-seater Plaxton body, radio, heater, many extras, good tyres all round, certificate of fitness 1952.  
**1952** United body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1952.  
**1951** 34-seater, finished in metallic blue, certificates of fitness 1952 and 1953, choice of four.  
**1950** COMMERCIAL Avenger 33-seater Plaxton, good tyres, finished in blue, certificate of fitness 1950.  
**1950** BEDFORD Victor 29-seater full luxury, high-back Dunlopillo seats, in good clean condition throughout, radio, heater, certificate of fitness 1950.  
**1950** DENNIS Lancet 33, 35-seater full luxury Strachan body, certificate of fitness 1950.  
**1950** A.E.C. 9.6, crash box, full-front half-decker luxury, white body, 31-seater, one owner since new, good clean condition throughout.  
**1949** MAUDSLAY 7.7 A.E.C. oil engine, 33-seater full luxury Gurney-Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1950.  
**1949** DAIMLER 33-seater full luxury Harrington dorsal-fin body, fitted with heater, in good clean condition throughout, certificate of fitness 1950.  
**1948** BEDFORD Vista, 29-seater Duple body, Dunlopillo seats, good clean condition throughout, certificate of fitness 1950, choice of three.  
**1947** MAUDSLAY 7.7 A.E.C. oil engine, fitted with a 1951 full-front Strachan body, heater, in good clean condition throughout, certificate of fitness 1950.  
**WE** also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

**PART-EXCHANGE. HIRE-PURCHASE.**

**BARNARD AND BARNARD, L. TD.**

**310-326 SYDENHAM ROAD,**

**LONDON, S.E.26.**

Sydenham 4622, 3778.

After 5 p.m. and 12.30 Saturday, phone Blegin Hill 330.

781-364

**BIRD'S COMMERCIAL MOTORS, L. TD.**

**BIRMINGHAM ROAD,**

**STRATFORD-ON-AVON.**

Phone 3222-3-4 and 2136. Grams, "Quicksale."

**ONE** 1952 BEDFORD Duple 33-seater coach, petrol, certificate of fitness in 1951, £1,250.  
**THESE** vehicles are indistinguishable from new and used only during summer season.

**TWO** LEYLAND PD1 double-decker buses, 56-seaters, all-metal bodies by Leyland.

**TWO** DAIMLER 1945 double-decker buses, 56-seaters.

**THE** above vehicles carry current certificates of fitness.

**FURTHER PARTICULARS**

**AND**

**PRICES**

**ON APPLICATION**

781-191

## Used Passenger Vehicles (contd.)

**FRANK COWLEY.**

**200**

**BUSES AND COACHES**

**ACTUALLY IN STOCK.**

**AND**

**READY FOR IMMEDIATE SERVICE.**

**1949** 48 A.E.C. 9.6 high-bridge all-metal double-deckers, certified 1960-61, in lovely condition throughout, ready to go to work, £650 each.  
**1948** A.E.C. 34-seater all-metal bodies, powered by 9.6 Diesel engines, certified 1960-61, £325 each.  
**1947** A.E.C. 34-seater all-metal bodies, certified 1960-61, fitted 7.7 Diesel engines, £295 each.  
**1947** LEYLAND PSI 33-seater buses, certified 1959-60, in immaculate condition throughout, all genuine machines, fitted with genuine PSI engines, £350 each.  
**1948** BRISTOL 35-seaters, fitted with Gardner SLW engines and 5-speed gearboxes, in immaculate condition throughout, £350 each.  
**1949** DENNIS 35-seater coach, fitted with Dennis Big 6 Diesel, certified, in excellent condition throughout, £295.  
**1950** DAIMLER full-fronted 33-seater, full-luxury coach, in lovely order throughout, fitted with good tyres, certified late 1959, £360.  
**1949** CROSSLEY 33-seater full-luxury coaches, fitted Duple and Burlingham bodies, Crosley down-draught Diesel engines, lovely machines, £295 each.  
**1946** 47 DAIMLER double-deckers, fitted A.E.C. 7.7 and Gardner SLW Diesel engines, good sound machines, £240 each.  
**LEYLAND** double-deckers, fitted with very modern 56-seater bodies, exceptionally clean and in beautiful condition, £270 each.  
**A.E.C.** 35-seater buses with almost new bodies and engines, powered by A.E.C. Diesels, genuinely unmarked and in new condition throughout, £320 each.  
**1949** GUY 33-seater full-luxury coach, fitted with Gardner SLW Diesel, in super condition, £295.  
**1948** A.E.C. full-luxury coaches fitted with A.E.C. 7.7 Diesels, really super throughout, £357 each.  
**OVER** 300 vehicles actually in stock for you to choose from.  
**ALSO** a quantity of Leyland, A.E.C. and Gardner engines, many fully reconditioned at prices from £125 each.

**FRANK COWLEY,**

**3 BLACKFRIARS ROAD,**

**SALFORD, 3.**

Phone, Manchester, Blackfriars 7577 and Blackfriars 1048.

781-425

**THURGOODS OF WARE.**

**1954** BEDFORD Super Vega (36) luxury coach, heater, radio, in exceptional condition. green and grey, immaculate high-class summer tours.  
**1954** BEDFORD Super Vega (36), in exceptional condition, green and grey, just off tour.  
**1952** 51-50 FODEN luxury observation coaches (39-35-31) seaters in super condition, fitted many extras. These coaches won prizes New York and Nice. Used summer tours.  
**1952** DENNIS Falcon full-front coach (35), 54-litre engine, Eton 2-speed axle, high-backed chair seats, blue inside and out, certificate of fitness 1960, £1,200.  
**1950** BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green, choice of two from £375.  
**1950** ALBION full-fronted coach, 31-seater Duple, high-back seats, certificate of fitness 1960, £825.  
**1951** DENNIS 35-seater full-front coach, good tyres, certificate of fitness 1961, £875.  
**1948** 47-46 BEDFORD Vista (29), green, red and grey, choice of three from £375.  
**1948** 50 BEDFORD buses (28-30), blue, green and red, choice of four, from £275.  
**BEDFORD** driver-operated door gears fitted, £17 15s.  
**BEDFORD** retrim and conversions to high backs, one-day service.  
**STEAM** cleaning and underpays.

**DOUBLE-DECKERS.**

**CHOICE OF 20**

**LOW- AND HIGH-BRIDGE BUSES.**

**GUY, LEYLANDS, A.E.C.s, DAIMLER, SLW**

**GARDNER AND OTHER ENGINES, IN GOOD**

**ORDER, WELL MAINTAINED, AT LOW PRICES.**

**PHONE, WARE 833-4.**

**AFTER HOURS 896.**

781-9

**SAVILLE MOTOR SALES, L. TD.**

**MAIN VAUXHALL, BEDFORD DEALERS.**

**LAND ROVER AGENTS.**

**STRATFORD-ON-AVON.**

**1959** BEDFORD Duple 30-seater bus, 300-cu.-in. Diesel engine finished in red and grey, fitted heater, etc., immediate delivery.

**UNIQUE** offer  
**HERE** is an opportunity to purchase an outstanding example of the BEDFORD Vista 25-seater coach, first registered '50, repainted cream and red, re-seated in red patterned moquette, new floor covering, tubular rack, roof quarter lights, Formica to waist, retired all round, mechanically sound, certificate of fitness 1964.

**1949** COMMERCIAL 30-seater Yeates body, immaculate condition.

**1949** CROSSLEY 25-seater body, recent engine overhaul.

**PART-EXCHANGES, hire-purchase facilities.**

**SAVILLE MOTOR SALES, L. TD.**

**HARVESTER HOUSE,**

**STRATFORD-ON-AVON.**

Phone 3681 (10 lines) and Monmouth 336-7.

(Supplement)

## Used Passenger Vehicles (contd.)

**THE MILLBURN ORGANIZATION,**  
PRESTON, LONGTON, LANCs, 3255-6.

GLASGOW BELL 0073.

CARLISLE 25422.

**PASSENGER VEHICLE SPECIALISTS.**

**1950**, July, COMMERCIAL Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.  
**1947** LEYLAND PD1 chassis, 7.4-litre Diesel engine, fitted Brush 33-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.  
**1947** A.E.C. 7.7 Duple 35-seater bus, very fine order.  
**1946** LEYLAND PSI service buses, 32-seater, Roe bodies, certified to 1959; choice of four.  
**1945** GUY SLW Roe low-bridge 55-seater double-deck bus, good order.  
**OVER** 100 high- and low-bridge-type double-deck buses, from £100 each, also a number of Leyland 36-seater buses, Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

**FOR EXPORT ONLY.**

**A** Number of LEYLAND T58 chassis with 7.4 Diesel power unit, fitted with 1949 Duple high-back seating coachwork.

**MILLBURN MOTORS (PRESTON), L. TD.**

**WALMER BRIDGE,**

**LONGTON, PRESTON.**

Phone, Longton, Lancs, 3255-6.

N.B. Next Motor Auction Thursday, November 6. Entries now accepted.

781-192

**NORTHS.**

**PONTEFRACI ROAD, LEEDS, 10.**

Phone 76809, 76022.

**250 BUSES FOR SALE.**

**1946** 7 LEYLAND TD1s, fitted high-bridge 56-seater Burlingham bodies, in immaculate condition, certificates of fitness 1960-61, £450 each.  
**LEYLAND** TD1s, fitted Burlingham high-bridge bodies in 1941, certificates of fitness, very clean condition, £400 each.  
**1945** 1944 56-seater high-bridge bodies, rubbered windows, good value at £175 each.  
**1946** BRISTOL, low-bridge, certified until 1960-61, A.E.C. 7.7 engines, £325 each.  
**1949** SEDDONS, 35-seater all-metal fully fronted bodies, P6 engines, certificates of fitness, £250 each.  
**1946** MORRIS chassis-less 35-seater full-fronted all-metal bodies, recently repainted, exceptionally clean, certificates of fitness, £225 each.  
**1949** SENTINEL chassis-less full-fronted 40-seater all-metal bodies, immaculate condition, certificates of fitness, £400 each.  
**1949** BEDFORD chassis-less full-fronted all-metal 35-seater bodies, powered by Bedford petrol engine, certificates of fitness, £200 each.  
**MAN** Bristol L- and J-types just off service, from £100 each.  
**OLD** vehicles, passenger or commercial, taken in part-exchange. Deliveries arranged anywhere, distance no object. Terms if required.

782-6706

**STANLEY HUGHES AND CO., L. TD.**

**LODGE GARAGE,**

**WHITEHALL ROAD WEST,**

**GOMERSAL, NEAR LEEDS.**

Phone, Dudley Hill 1144-9.

**OFFERS FOR EARLY DELIVERY:—**

**A.E.C. RELIANCE, LEYLAND CUBS.**

**BEDFORD PETROL/OIL OR**

**COMMER TWO-STROKE.**

**FITTED WITH PLAXTON, BURLINGHAM OR**

**DUPLE BODIES.**

**SECOND-HAND MACHINES FOR**

**DELIVERY OCTOBER.**

**1958** BEDFORD 41-seaters, Plaxton bodies.

**1955** A.E.C. Reliance, 41-seater Burlingham bodies, choice of three.

**1955** A.E.C. Reliance 41-seaters, Plaxton bodies, immaculate, choice of four.

**1949** 50 A.E.C. 9.6, fitted with 35-seater Plaxton bodies in 1953, without bulkhead, choice of 16.

**1952** BEDFORD Duple, 8-ft. wide, 33-seater, choice of four.

**1951** COMMERCIAL Avenger, fitted with Plaxton 33-seater bodies, 8 ft. wide, choice of three.

**A** Number of LEYLAND PSI, fitted with Bellhouse Hartwell and Duple Ambassador bodies.

**A** Number of 1955-67 BEDFORD petrols, 36-41-seaters, for delivery November.

**A** LEYLAND SLW double-decker, new body in 1950, just been certified.

**1948** LEYLAND PSI, Burlingham half cabs, choice of two.

**1946** LEYLAND PSI, 35-seater service bus, just been re-certified.

**A** Number of Crosley and Bedford coaches, cheap to clear.

**SPARES** for all types of passenger vehicles.

**SPARE PARTS DEPOT:**

**BRADFORD 64331-2.**

**NIGHT PHONE:**

**MIRFIELD 3183, 2160.**

**WALES:**

**R. COWDELL, NEWPORT 5966.**

781-424

A53



Used Passenger Vehicles (contd.)

**COMBERHILL GARAGES, LTD.**  
KINGS ROAD, WAKEFIELD.  
TRANSPORT VEHICLE SPECIALISTS.

**NEW 1959 COMMER TS3 Diesel** 41-seater Plaxton all extras, Earls Court Show exhibit.  
**NEW 1959 model BEDFORD (petrol)** 41-seater Plaxton all extras, heater, radio, contemporary moquette.  
**NEW 1958 ATKINSON L644** lightweight (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.  
**1954 BEDFORD** (36 h.p. petrol) 36-seater Burlington Scull, heater, radio, cream-black.  
**1953 BEDFORD** 38 petrol 33-seater Yeates, heater, radio, superlative condition.  
**1951 ALBION Victor (Diesel FT3)** 31-seater Cawood full-front, choice of two, cream-blue, £750.  
**1950 ALBION CX9 (Diesel)** 35-seater Cawood, cream, blue, choice of two, £425.  
**1948 LEYLAND PSL (7.4 Diesel)** 33-seater Burlington, grey-blue, certified 1961, £650.  
**1948 DENNIS Lancet (6-cylinder Diesel)** 35-seater Duplex, heater, certified 1959, £475.  
**1946 45 DAIMLER CVD6 (A.E.C. 7.7 Diesel)** 56-seater Mauney double-decker, choice three.

**HIRE-PURCHASE FACILITIES.**  
**COMBERHILL GARAGES, LTD.**  
Phone, Wakefield 6051-5. 781-218

**CHARLES COPPOCK, LTD.**  
SERVICE BUSES.

THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

**A** Large quantity of high-bridge double-deckers:—  
**1946 LEYLAND PDI.**  
**1946 A.E.C. Regent,** 7.7-litre.  
**1945-46 GUY Arab, 5LW.**  
**A** Number of these carry certificates of fitness 1960-61.  
**1951 TILLING-STEVENS** 33-seater coach, certified November, 1960, powered by a 6LW Gardner oil engine, price £275.  
**1949 AUSTIN** coach, 29 luxury seats in blue figured moquette, coachwork by Lee of Bournemouth, repainted cream and blue, tyres good, price £95.  
**1947 A.E.C. Regal,** powered by 7.7-litre oil engine, with 32-seater Harrison coach bodies, luxury seating in clean condition, choice of two, certificates of fitness expires May, 1961, and March, 1960, respectively, price £350 each.  
**1948 BEDFORD Vista** coach, 29-seater, certificate of fitness expired, to clear £150.  
**SPECIAL offer:** 5L Gardner engines from £100 each. Can be tested prior to removal of engine from chassis.

**PHONE SALE 5633.**  
GRAMS, "BUSUNITS." 781-419

**1956** And 1957 BEDFORD 41 super Vegas.  
**1956** BEDFORD 41 Duplex, low mileage, £2,750.  
**1947** BEDFORD Duplex Vista 29-seater, very good order.  
**1949 FODEN,** 5-cylinder Gardner, Duplex 33-35-seater, new retires, certificate of fitness 1962, £685.  
**CONWAY HUNT, LTD.,** Brox Rd., Ottershaw. Phone, Ottershaw 461. 781-226

**ERRINGTONS OF EVINGTON, LTD.**  
NEW BEDFORD Duplex and Plaxton 41-seaters for early delivery.  
NEW A.E.C. Reliance; coachwork to choice.

**1949 CROSSLEY,** downdraught engine, 33-seater, certified 1959, £290.  
**1948 DENNIS** 37 Diesel, Yeates 35-seater, recertified 1 year, £400.  
**1947 A.E.C. Mark III,** 9.6 Plaxton 33-seater, certified 1959, £325.

**PART-EXCHANGE. HIRE-PURCHASE.**  
**EVINGTON, LEICESTER.**  
Phone, Leicester 38102-3. 781-229

**ACORN MOTORS, LTD.**  
24 CROSS ROAD,  
HANWORTH, MIDDX.  
Tel 2446. Fel 3369.

**WE** have for disposal the following at any reasonable offer:—  
**1957 41 RUTLAND** Clipper, turbocharged 4 DC330 engine, excellent condition.  
**1955 2 by 41 COMMER** Duplex, excellent condition, heaters, etc., both fitted with reconditioned engine this year.  
**1954 1 by 38 BEDFORD** Vega, same condition.  
**1953 1 by 37 BEDFORD** Vega, same condition.  
**1951 1 by 43 LEYLAND** Royal Tiger, Metalcraft body, £1,650. 781-358

**LANCASHIRE MOTOR TRADERS, LTD.**  
OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201; evenings, Oldham, Main 2461.

**1947-48 BEDFORD** Vista Duplex, 29 seats, choice of three, certificates of fitness 1961, price from £250.  
**1956-7 BEDFORD,** petrol, 36 to 41 seats, choice of six.  
**WE** also have a number of vehicles for workmen's service. 781-422

Used Passenger Vehicles (contd.)

**KIRKBY AND SONS (SALES), LTD.**  
CROSS ROAD GARAGE,  
ANSTON, NEAR SHEFFIELD.  
BEDFORD MAIN DEALERS.

**PETROL DUPLX SUPER VEGA.**  
IMMEDIATE DELIVERY, OFFERED AT SPECIAL PRICE DUE TO LATE SEASON.

**NEW A.E.C. DUPLX OR PLAXTON 41-SEATER**  
FOR IMMEDIATE DELIVERY.

**1955** 36-seater BEDFORD Duplex, roof quarter lights and tubular rack, £2,500.  
**1954** 38-seater BEDFORD Duplex, £2,000.  
**1956** 41-seater BEDFORD Duplex, choice of two, £2,750.  
**1955** 41-seater COMMER TS3 Plaxton, £2,650.  
**1951** 35-seater A.E.C. Mk. IV Burlington, £1,900.  
**1950** 33-seater DENNIS Lancet Mk. III Burlington, £550.  
**1946** 35-seater A.E.C. 7.7 Duplex, completely recased £450.  
**A** All the above machines are fitted with radio and heater and carry a certificate of fitness.  
**SEVERAL** half-cab and BEDFORD coaches suitable for contract work.

**TERMS AND EXCHANGES.**  
PHONE, DUNNINGTON 541 (DAY AND NIGHT).  
NIGHT PHONE, KIVERTON 220, MANSFIELD 5395, 781-453

**SHIPLEY'S TOUR.**  
HENRY SQUARE, ASHTON-UNDER-LYNE.

**1956** BEDFORD R6 41-seater Riviera, choice of two, £2,750.  
**1952** ROYAL Tiger Santos 41-seater, £2,100.  
**1952** Bellhouse Hartwell PSL, 35-seater touring body, courier seat, air conditioned, Continental lights, etc., £1,150.  
**A** All the above are fitted with heaters and radio and are in first-class condition throughout. Ash 1165 (or Ash 2925 after 6 p.m.). 781-383

**LES GLEAVE, LTD.**  
FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226.

**1955** COMMER 41-seater Plaxton body, fitted with TS3 Diesel, choice of two.  
**1957** COMMER 41-seater Plaxton body, TS3.  
**1956** COMMER 41-seater Duplex body, choice of two.  
**TWO 1951 LEYLAND** Royal Tiger 41-seaters, Plaxton body, fitted with air brake, £1,800 each.  
**ONE 1952 33-seater** BEDFORD Duplex.

**SPECIAL 7 1952 Continental** height BEDFORD 29-seaters, fitted on 1952 Bedford Vega chassis, quarter lights, tubular rack, microphone, first-class condition, must be seen.  
**WE** are now taking orders for the coming season. Bedford, Commer, new Fords, Leylands, A.E.C., etc. Part-exchanges. Hire-purchase arranged.

**LES GLEAVE, LTD.**  
FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226. 781-392

**THE MOTOR DEPOT.**  
158 WALSGRAVE ROAD, COVENTRY.  
Phone, day 53732; night 68503.

**NEW AUSTIN** 12-seater coaches, finished to P.S.V. requirements, price £850; early delivery.  
**1953** DENNIS 37-seater full-front Plaxton body.  
**1952** BEDFORD Vega, 33-seater Duplex body.  
**1951** LEYLAND PSL, 35-seater Plaxton body.  
**1951** COMMER, 35-seater full-front luxury body.  
**1951** DENNIS, 35-seater full-front Duplex body.  
**1951** LEYLAND PSL, 33-seater full-front Plaxton.  
**1950** BEDFORD Vista 29-seater Duplex, new set high-back seats, five years' certificate of fitness.  
**1949** CROSSLEY, 35-seater luxury body.  
**1949** BEDFORD Vista, 29-seater Duplex body.  
**1948** A.E.C., 35-seater Duplex body.  
**1948** LEYLAND PSL, 33-seater full-front Plaxton body.  
**1948** BEDFORD Vista 29-seater, new seats, five years' certificate of fitness.  
**1948** H.P. FACILITIES. PART-EXCHANGES.

**THE MOTOR DEPOT.** 781-343

**1945** BRISTOL double-deck buses, 55 seats, 5LW Gardner engines or 7.7, from £175 each.  
**1940** LEYLAND single-deck 35-seater buses from £100 each.  
**HIRE-PURCHASE** arranged.

**A. E. CONNORTON, LTD.,** 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 781-187

**PEERLESS MOTORS, LTD.,** Bath Rd., Slough. 25121.

**1942** LEYLAND, petrol, for workmen's transport.  
**1949** CROSSLEY, Diesel, for workmen's transport, £250. 781-297

**1955** Harrington Contender 41-seater coach, 1952 Sentinel 37-seater Gurney Nutting coach, both in immaculate condition. Thomas Motor Tour, Ltd., Newark, Notts. Newark 550. 782-A1879

Used Passenger Vehicles (contd.)

**DOUBLE-DECKER** buses, complete with 7.7 A.E.C. engines with crash gearboxes, Model SLT, in good running condition, offers invited. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Phone, Hayes 4460. 781-261

**DAIMLER** 1944 low-bridge D.D., A.E.C. 7.7 engine.

**CROSSLEY** 1952 48-seater half-decker, heaters, etc.

**COMMER** 1950 34-seater luxury coach, radio and heaters.

**BEDFORD** 1951 33-seater luxury coach, radio and heaters.

**A** All vehicles with certificate of fitness.

**OFFERS** to Wesley's Coach Services, Stoke Goldington, North Bucks. Phone 26. 782-6716

**DEACON'S GARAGE,** Dorchester, Oxon. Phone, Clifton Hampden 217.

**SIX A.E.C. double-deck** buses, 56-seaters, Metro-Cam bodies, certificates of fitness to 1960, first registered 1946 the lot, to clear, £1,650. 781-162

Unclassified Wanted

**14-SEATER** coach required, p.s.v. standard, Diesel engine, Bedford preferred. Kovacoch, 6 Oakwood Lane, Leeds, 8. 686828. 781-86

**WANTED,** 10-14-seater coach, P.S.V. or otherwise, 1950 onwards. Woolfenden's, Ltd., Breck Rd., Anfield, Liverpool. Anf 4680. 783-6713

**WANTED,** 18- or 20-seater coach, not later than 1950, good certificate. Particulars, Streamline Coaches, Scotsgap, Morpeth. 781-x2027

NEW PASSENGER VEHICLES

**A.E.C. ARLINGTON MOTOR CO., LTD.**  
HIGH ROAD, FONDERS END, ENFIELD, MIDDLESEX.  
Phone, Howard 1266.

**OFFER EARLY DELIVERY OF**  
RELANCE 41-43-SEATER DUPLX BRITANNIA COACHWORK, CENTRE OR FRONT ENTRANCE, VACUUM OR AIR BRAKES.  
**FINISHED TO INSTRUCTIONS.** 781-431

**BEDFORD COACHES AND COMPONENTS, LTD.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1959 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or Diesel engines.  
**PART-EXCHANGES** and H.P. terms arranged to your satisfaction. 222-0678

**SILVER LINE MOTORS.**  
MOORLANDS,  
WELWYN GARDEN CITY, HERTS.  
Phone, W.G. 5494.

**ARE NOW TAKING ORDERS FOR**  
**NEW 1959 BEDFORD 29- TO 41-SEATER COACHES**  
TO CUSTOMER'S OWN SPECIFICATION.  
HIRE-PURCHASE AND PART-EXCHANGE WELCOMED. 222-763

**ARLINGTON MOTOR CO., LTD.**  
HIGH ROAD, FONDERS END, ENFIELD, MIDDLESEX.  
Phone, Howard 1266.

**OFFER EARLY DELIVERY OF**  
**SHOW MODEL SUPER VEGA**  
AS EXHIBITED AT  
**EARLS COURT**  
ON THE  
**DUPLX STAND.**

**1959 MODEL DUPLX 37-41-SEATER SUPER VEGA COACHES.**

**DEMONSTRATIONS AVAILABLE.**

**PART-EXCHANGE.**

**SPECIAL HIRE-PURCHASE TERMS.**

**ALSO**  
**NEW BEDFORDS WITH 41-SEATER PLAXTON BODYWORK.** 781-432

**COMMER**  
**DON EVERALL (COMMERCIAL VEHICLES), LTD.**  
34 CLEVELAND ROAD,  
WOLVERHAMPTON.  
Phone 23212.

**INQUIRIES INVITED** FOR 1959 COMMER ROOTES DIESEL 41-SEATER COACHES BODIED BY DUPLX, PLAXTON OR BURLINGTON. EARLY DELIVERY ASSURED. 781-196

**VOLKSWAGEN**  
**EUROPEAN CARS, LTD.,** distributors for London and western districts, early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 222-830



## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AGRICULTURAL VEHICLES

**CHEVROLET** 4 by 4 fitted with Bedford engine, Atkinson lime-spreader body, twin rear wheels, £160 or near offer. V. Gates, Transport, Caterham 3943. 781-4178

### AMBULANCES

**BEDFORD** Dormobile, Austins, Albions, Morris ambulances from £100 to £395. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 781-37

**ARTICULATED VEHICLES INCLUDING MECHANICAL HORSES**

**CARRIMORE** close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution. **CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 782-708

**A** Large selection of articulated vehicles always in stock, 3-tonners to 100-tonners, including a wide variety of types. Let us know your requirements. Terms and exchange.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 781-14

**NEW BEDFORD** 8- and 10-ton tractor units, normal SCAMMELL Scarab, petrol or Diesel, for early delivery.

**ARTICULATED** vehicles our speciality.

### INQUIRIES TO:—

**E. J. BAKER AND CO. (DORKING), LTD.**, DORKING 2822, EX. 19. 781-227

### CAPITAL MOTOR CO., LTD.

SCAMMELL DISTRIBUTORS.  
BEDFORD MAIN DEALERS.

**NEW BEDFORD-SCAMMELL** 8-ton forward-control and 10-ton tractor units, immediate delivery.

**NEW SCAMMELL** trailers, early delivery.

**NEW SCAMMELL** Scarab for early delivery, either petrol or Diesel engine.

**1954** SCAMMELL 6-ton Scarab, in excellent condition throughout, £450.

**1950** (Registered) BEDFORD-SCAMMELL tractor unit, Diesel and first-class mechanical condition.

**REMINGTON ST.**, City Rd., N.1. (Near Angel) Clerkenwell 7456. 781-323

### BREAKDOWN VEHICLES

**UNREGISTERED** ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6 c/w winches. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 782-652

### CARAVANS

**1953** FORD Pilot van, converted to caravan, complete with calor lighting and cooking, re-ent new engine, £150. Lane Motor Sales, 45-47 Aston Rd., North, Birmingham. Phone, Aston 3732. 781-108

### CAR TRANSPORTERS—WANTED

**CAR** transporter wanted. Complete unit or trailer only. Details to Box CM7310, care of "The Commercial Motor." 782-6536

### CATTLE CONVEYORS AND HORSEBOXES

**G. C. SMITH (COACHWORKS)**, Long Wharton, Loughborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 782-998

**1956** DODGE 105 P6 cattlefloat with Balco extension body, length 18 ft. with double berth loading, one C-licence operator, £575. William Ripley, 17 Heath St., Dartford, Kent. Dartford 5480. 781-293

### ESTATE CARS AND UTILITIES

**1957** BEDFORD Utilabake, one owner, £455. Jacquier, Ltd., 229 Hampersmith Rd., London. W.6. Riv 6677-8-9. 781-165

**H. TAYLOR AND CO., LTD.**, offer:—

**1954** HILLMAN estate car, Mk. VII, golden beige-fawn, heater, spot light, wing mirrors, external visor, reconditioned engine, 8,600 miles, £450.

**1-2** THE CRESCENT, SURBITON. Elmbridge 0081. 781-241

### EX-W.D. VEHICLES

**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

**C. MORGAN AND SON**, Waltham Chase, Southampton, 101, Phone, Bishop's, Waltham 133. Cables, "Morganapare, Southampton." 782-928

### A NAME WORTH KNOWING.

### CUNDEY AND STEWART, LTD.

ALFRETON, DERBYSHIRE.  
Phone, Leabrooks 477.

### THE EX-W.D.

DEALERS AND DISMANTLERS.  
4 X 4 SPECIALISTS 6 X 6

VEHICLES SPARES TYRES. 782-704

### Miscellaneous Vehicles (contd.)

**EX-W.D.** trucks and spares, including Chevrolets, Ford, Dodge, Studebaker, C. M. Sworder (Motors), Lane End, High Wycombe. Bucks. Phone, Lane End 234. 782-909

**J. H. ROLLASON**, Romsey Rd., Cadnam 3301, Hants. 781-4178

**SPECIALISTS** in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslayi. 782-821

**ALBION** 6 x 6 with winch fitted fixed jib, £225. Many other ex-W.D. vehicles available. Ashby's Garage, Phone, Cobham (Surrey) 3702. 782-789

**BEDFORD** QL 4 x 4 with winch, M.O.S. reconditioned, complete with new battery, spare wheel and tyre, £150; also some without winch from £80. Candeland's Transport, Ltd., Taddington, Beds. Phone 205. 781-2

**BEDFORD** 4 x 2, Army reconditioned, £125.

**BEDFORD** 4 x 4, Army reconditioned, £125.

**PERCY SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.3. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 781-289

**LOW-MILEAGE** BEDFORD QL, unregistered, in good condition, £125 each. Marine Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 781-313

**EX-W.D.** Bedford lorries, in excellent condition, some fitted with rear wheels, from £79 to £95. 19-27 Swan Rd., Hanworth, Middx. Phone, Feltham 2598. 781-405

### LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 600 to 2,000 cu. ft., prices from £295, 2-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footcray 6851. 781-6688

**1955** DENNIS with Meadows Diesel, 1,650 cu. ft., excellent condition. Phone, Sme 2027. 781-1677

**BEDFORD** 2-3-ton Luton van, excellent body, first 885. Mrs. Hales, 7 Manor Rd., nr. Sheffield. 782-6708

**LARGE** Luton vans, 1,650 cu. ft. Boughtons, 1-5 Odessa Rd., E.7. Mar 1888. 781-32

**ALWAYS** a good selection of pantechnics and box-vans from 900-1,000-cu.-ft. capacity. Guy, Vison, Austin, Morris, etc. Contact the van specialists, Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77607. 781-79

**1953** FORD 4D Diesel Thames Luton van, 1,350 cu. ft., in excellent running order, £365.

**1950** BEDFORD 7-ton Diesel Luton van, 1,500 cu. ft., full low loader, in very good and clean condition, £325.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 781-11

**1950** BEDFORD 5-ton Luton van, all alloy construction, £125. Justice, Langley Mill 3182. 781-135

**1958**, April, Thames Trader Diesel Luton van, 1,600 cu. ft., painted plain blue, 13,000 miles only, vehicle originally nearly cost £2,000, taxed, ready for immediate use, £1,500. For particulars:—

**OAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 781-387

**1,000-CU.-FT.** BEDFORD pantechnicon, O-type chassis and lightweight body, all in above-average condition.

**E. J. BAKER AND CO. (DORKING), LTD.**, 273 E. London Rd., Staines, Phone 4211. 781-373

**TWO-LIFT** van bodies, well constructed and inner lined with 3/16-in. plywood, 24 ft. 6 in. by 7 ft. 6 in. by 7 ft. 3 in., with roller-shutter and tripper rear doors. Offers, Hipwood and Grundy, Ltd., Farnworth, nr. Bolton. Phone, Farnworth 236. 782-6710

### SPURLING CITY DEPOT OFFER:—

**1956** BEDFORD 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity.

**HIRE-PURCHASE. PART-EXCHANGES.**

**176-9 SHOREDITCH HIGH STREET,**

**LONDON, E.1.**  
Phone, Shoreditch 8433. 781-457

**1950** MORRIS 5-ton furniture van with full Luton body, £325, guaranteed mechanically.

**L. SPRING**, 108 Alexandra Park Rd., N.10. Enterprise 7667. 781-411

**LEYLAND**, 1951, Luton van, Perkins P6 engine, approximately 1,700 cu. ft., very good condition, £325.

**1950** BEDDON Luton van, P6 Diesel engine, approximately 1,100 cu. ft., excellent mechanical condition, £295. Connel Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 781-442

### Luton Vans and Pantechnics Wanted

**1,000-CU.-FT.** petrol Luton van, Bedford or B.M.C., etc., must be in good condition. Box CM8023, care of "The Commercial Motor." 781-282

**1,000** Cu. ft., Diesel or petrol, forward control, furniture van, urgently required. Kench and Co., Ltd. St. Mary's Butts, Reading. Phone 54339. 783-2028

### MOBILE SHOPS, CANTEENS, ETC.

**KARRIER** Smith grocer's shop, run 4,000 miles only. 10 h.p., 30 h.p. Fordsons; 16 h.p. Austins; 28 h.p. Bedfords, and 24 h.p. Morris canteens and mobile shops for all trades. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Galdstone 2226. 781-36

### Miscellaneous Vehicles (contd.)

**AUSTIN** 25-cwt. van, specially coachbuilt with over 6-ft. headroom, single central rear door, interior shelving all round, newly painted, a very attractive vehicle in excellent condition throughout, taxed, £395. Thompson, 6 Silverdale Gardens, Hayes, Middx. Hayes 1582 (evenings). 781-x2033

**MOBILE** van for sale, 33 ft. long by 8 ft. wide, incorporating spacious lounge, suitable for office, sleeping quarters, display purposes, etc. This is an ideal site office van to accommodate personnel in first-class comfort on building sites, road reconstruction work, etc. Price £1,750. Please write for further details to: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 781-390

### MUNICIPAL VEHICLES—WANTED

**WANTED**, gully and cesspool emptiers, condition and make immaterial, distance no object. Lines of Wootton, near Canterbury. Phone, Seated 37. 781-351

### TANK WAGONS

**UNREGISTERED** ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. retellers; also 900-gal. Bowser trailers. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 782-656

**ARTICULATED** insulated stainless-steel trailer tank-carriers, for disposal. Box CM5813, care of "The Commercial Motor." 782-656

**ALL** types of tanks, tankers and trailer tank-carriers for disposal. Bridar Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. 782-667

### JOHN ANCLIFF AND CO., LTD.

CONTRACTORS OF LIQUIDS IN BULK.

2 MOUNT STREET, MANCHESTER, 2.

Phone, Blackfriars 6226; Night, Bramhall 36.

**1956** ATKINSON 8-wheeler 6LW D.D. fitted with Downson and Mason 3,600 gallon tank, lagged and steam coils fitted.

**1956** ATKINSON 8-wheeler 6LW D.D. fitted with Downson and Mason 3,600 gallon tank, lagged and steam coils fitted.

**1953** MAUDSLAY 8-wheeler 6.6 S.D. fitted with Downson and Mason 3,600 gallon tank (new in 1955), lagged, lithcode lined and steam coils fitted.

**1950** E.R.F. articulated 6LW fitted with Butterfield 2,800 gallon tank, lagged, lithcode lined and steam coils fitted.

**1948** MAUDSLAY 4-wheeler 5LW fitted with Butterfield 1,750 gallon tank, lagged, lithcode lined and steam coils fitted.

**1947** E.R.F. articulated 6LW fitted with Butterfield 2,800 gallon tank, lagged, lithcode lined and steam coils fitted.

**1945** ATKINSON 8-wheeler 6LW fitted with Butterfield 3,600 gallon petrol tank (new 1955).

**1939** A.E.C. 8-wheeler 7.7 S.D. fitted with Downson and Mason 3,600 gallon tank (new 1955) lagged, lithcode lined and steam coils fitted.

**1939** SCAMMELL 8-wheeler 6LW fitted with Butterfield 3,000 gallon tank (new 1949) lagged, lithcode lined and steam coils fitted.

**1936** A.E.C. 8-wheeler 7.7 S.D. fitted with Downson and Mason 4,000 gallon petrol tank (new 1957). 781-260

**VEHICLE** tanks for sale, 3,600- and 4,000-gallon; also 3,000 heavy fuel oil tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 781-389

**1951** BEDFORD, 1,000 gallons, two compartments with pump.

**1949** BEDFORD articulator, 1,500 gallons, three compartments.

**1948** DENNIS, three compartments, 1,200 gallons.

**ONE** 1,800 gallons, mild steel, ex-vehicle tank, two compartments.

**ONE** 1,200-gallon 1-compartment lagged tank.

**H. F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 781-363

**WHALEBONE MOTORS, LTD.**, offer:—

**SEVERAL** large-capacity articulator road tank trailers, 14,000 by 20 tyres, Scammell coupling, 313 Chelmsford Rd., Moutnessing, near Brentwood. Phone, Brentwood 4044. 781-449

**NEW** ATKINSON 8-wheel heavy oil tanker, 3,600 gals., 3 compartments, Butterfield tank lagged and steam coil, immediate delivery.

**MIDLAND** Distributors—Ryland Garage, Ltd., Ryland St., Birmingham, 16. Edgbaston 4501-5. 781-447

**1952** BEDFORD 2-3-ton 800-gal. paraffin tanker, very clean, one owner, £295. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 781-478

### Tank Wagons Wanted

**VEHICLE** tanks from 250 gal. upwards, Quinton and Thompson Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 781-388

**WANTED**, Scammell frameless trailer tankers, 2,000 gal., 4-compartment, spirit type; also small vehicle nos. BOX CM695, care of "The Commercial Motor." 781-308

### TIPPING LORRIES

**COMMER**, 1950, 7-ton, Diesel, double-ram tipper, just had £50 spent on it; accept first £140. Mrs. Hales, 7 Manor Rd., Wales, nr. Sheffield. Phone, Kiveton 476. 782-697

**JULY**, 1953, 5-ton Thames tipper ET6, all good tyres, very clean, offers. Norman Reeves Motors, Ltd., High St., Watford. Watford 21227. 781-188



### Miscellaneous Vehicles (contd.)

**1954** FORD Thames 4D 5-yr. tipper, steel body, one owner since new excellent running order, £365. Also a number of other useful tipping lorries in stock.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175.

**1951** Long-wheelbase BEDFORD tipper, 7-8-yd. body in excellent condition, £350.  
**1948** ALSTIN short-wheelbase tipper in working order, 40 Chiswick Common Rd., London. W4. Chiswick 6966. 781-164

**1956** DODGE 5-ton drop-side petrol, exceptional order throughout, 26,000 miles only, £750.  
**1955** BEDFORD 5-ton drop-side Diesel, reconditioned, low mileage, £640.  
**MARLBORO' MOTORS (ST. ALBANS)**, LTD., 100 London Rd., Saint Albans. Phone 54483. 781-220

**1954** 5.4 (G) bulk grain tipper, 650 cu. ft. in excellent condition, bulk body and gear, six-month-old chassis on Michelin D20, engine resalved and in perfect condition.  
**BARTONS MOTORS (PRESTON)**, LTD. Phone, Preston 4664. 781-201

**BEDFORD** uppers 1948 onwards, from £95. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 781-262

**BEDFORD** 5-ton long-wheelbase Diesel, P6, 14-yd. body, first-class condition, £500.  
**1952** LEYLAND Hippo tipper, £1,100.  
**EAST GREENWICH GARAGE, LTD.**, Trafalgar Rd., S.E.10. Gre 4776-7. 781-286

**1953** FODEN 8-wheel tipper.  
**1948** FODEN 6-wheel tipper.  
**WILLIAM H. SHORT (CONTRACTORS)**, LTD., High Fields Garage, Baker St., Newthorpe, Phone, Kimberley 2391-2. 781-348

**1955** September, FORD tipper, steel body, Anthony tipping gear, one owner, £185. Pirbright Garage Pirbright Rd., Southfields. Vandyke 6188. 781-329

**1950** FODEN 8-yd. tipper, drop sides, 6LW Gardner engine, in excellent condition, £950, with option of buying a B licence, sand and ballast and rubbish, 25 miles radius of West Ewell railway station. Phone, New Cross 6458. 781-526

**BEDFORD** 1951 30-cwt. hydraulic tipper, any trial, £195. McHenry, 16 Greengate, Kendal. 781-x2023

### TRACTORS

**E.R.F.** tractor unit, 7.7 engine, for sale. Box CM803, care of "The Commercial Motor". 781-6684

**1957** MACK 4 x 4 tractor, Garwood winch and crane, make ideal breakdown vehicle, price £350. Apply, Williams, Old Rd., Bromyard, Herefordshire. Phones, Bromyard 3133; Munderfield 258. 782-x1871

**1957** BEDFORD-SCAMMELL Diesel artic. unit, one owner since new, small mileage, £650.  
**1952** BEDFORD 8-type 10-ton unit, R6 Diesel engine, S.A.E. coupling, in good running order, £350.  
**1950** SCAMMELL articulated unit, 6LW engine, in excellent running order.  
ANY of the above tractor units can be supplied with a suitable trailer if required. Terms, exchanges.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 781-20

**1943** SCAMMELL 45-ton tractor, first-class engine, rest in good condition, £275. Langley. Mill 3182. 781-133

**1954** BEDFORD-SCAMMELL A-type tractor, P6 engine, one owner, perfect, £375.  
**1950** BEDFORD-SCAMMELL unit, one owner, heater, indicators, screen washers, £135. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 6188. 781-328

### Miscellaneous Vehicles (contd.)

#### Tractors Wanted

**WANTED** to purchase a Diesel tractor with Gardner 4 or 5 cylinder engine fitted, for use with Scammell retractable articulated trailers, Maudslay or similar vehicle for preference. State year, price and where inspected. Norman Walker, Anlaby, Hull. 782-6673

**WANTED**, Scammell Diesel tractor unit or similar, not later than 1955, with or without 30 ft. by 8 ft. articulated 20-ton well trailer.  
**ROBERT H. CRAWFORD AND SON, LTD.**, Frithville, Boston. Phone, Sibsey 367. 781-85

**TRACTOR** wanted for 12-ton payload, must be in good condition, trailer not required. A and Z Supply Co., Dock Rd., Lytham, 7172. 781-x2035

#### TRAILERS

**CARRIMORE**. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 30 tons.  
**CARRIMORE SIX-WHEELERS**, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-3-4. zzz-707

"OFF the peg."

**TASKERS** new QD semi-trailers.

**10-TON** straight frame, in three lengths, 22 ft., 23 ft. and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive priced leaflet No. 1209.

#### TASKERS OF ANDOVER (1932), LTD.

ANDOVER, HANTS.

Phone, Andover 2312.

Telex, Andover 47-539.

LONDON OFFICE: 36 VICTORIA STREET, S.W.1.

Phone, Abbey 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4.

Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS:—

DOUGLAS MUNRO AND CO., LTD.,

CHAPELHALL INDUSTRIAL ESTATE,

CHAPELHALL,

NEAR AIRDRIE, LANARKSHIRE.

Phone, Airdrie 2691-2-3. zzz-0687

**DYSON** super trailers and semi-trailers.

**THE** best of haul investments.

**R. A. DYSON AND CO., LTD.**, 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams. Ignition, Liverpool. zzz-490

**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform pantechonics and special types.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. zzz-993

**BROCKHOUSE** interchangeable semi-trailers. Sole Scottish distributors: A. Laurie and Sons, Falkirk. Phone 307. 783-6608

**SCAMMELL** trailer, 20 ft., £90; also Scammell trailer, B.T.C. coupling, 18 ft., £70. M. Dickerson, Ltd., Gloucester St., Cambridge. Phone 50973. 781-6648

**12-14-TON** 25-ft. straight frame semi-trailers, S.A.E. pin, Davies landing gear, as new, from £425. Several available. H.P. arranged. Merriworth (Engineering), Ltd., London Rd., Stone, Dartford, Kent. Dartford 2810 and 5239. 781-6

### Miscellaneous Vehicles (contd.)

**YORK** 25-ft. 10-12-ton artic. trailer, Scammell fitting and Scammell 10-ton 23-ft. artic. trailer, both as new, bargains.

**SCAMMELL** trailers. We offer a good selection of S 6-, 8- and 10-ton 16-ft. to 25-ft. flat-platform, drop-side, box-bodied timber pole types and low-loaders, all with Scammell couplings, from £75. Terms and exchanges. **SCAMMELL** and Dyson 16-ton tandem-axled trailers, S 24- and 25-ft. lengths, flat and drop-sided, all in very good order, choice of 20, at £235 each; also a number of low-loaders, 10 tons to 30 tons, 15- to 20-ft. well, with knock-out axles.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 781-19

**TWO** Brockhouse trailers, in good condition, one drop side, 14 ft., £35; one 16-ft. flat, £60. Langley Mill 3182. 781-134

**MIDLAND ROAD TANK SERVICES, LTD.**, Middlemore Lane, Aldridge. Phone 52915-6-7.

**SCAMMELL** 15-ton 24-ft. flat platform semi-trailer in excellent condition.

**SCAMMELL** 10-ton drop-frame semi-trailer, as new, 781-128

**NEW** 8-ton 23-ft. Scammell platform trailer from stock.

**8-TON** drop-frame machinery trailer, new floor, knock-out axle, B.T.C. light fifth wheel coupling; tractor portion of coupling also available.

**E. J. BAKER AND CO. (DORKING), LTD.**

Phone, Dorking 3822 787-228

**8-TON** equal-load Tow Jacks by Rotary Hoes, £9 each. Brooklyn Engineering, 187 Hursley Rd., Chislehurst, Ford, Hants. Chislehurst 2281. 781-356

**TWO-WHEEL** trailers, 10 cwt., new, £22 10s. East 1132. 781-369

**6-TON** 15-ft. SCAMMELL trailer, brand-new, test floor, £695. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 6188. 781-331

**8-TON** semi-drop-frame SCAMMELL box trailer, 1954, 3-way-loading, Perspex roof lights, one owner, excellent condition, £345. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 6188. 781-331

**ONE** DYSON 4-wheeled tipping trailer, 36 by 8 tyres, the complete machine as new.

**J. W. RATCLIFFE AND SONS, LTD.**, Low Bank Road, J. Garage, Ashton-in-Makerfield. Phone 7497. 781-460

**TWO** 18-ft. Scammell trailers, ex-railway, £55 each

**T. AND F. MOTORS, LTD.**, 2A Pooles Park, London. 781-413

#### Trailers Wanted

**WANTED**, 8-10-ton low-loader, articulated, Edwins, 15 King St., Maidstone. Phone 55922. 781-354

**WANTED**, 23-ft. Scammell trailer, 255 Walton Lane, Liverpool, 4. Aintree 1873. 781-386

**WANTED**, 4-wheel trailer with special A licence, must have air brakes. Box CM8122, care of "The Commercial Motor". 781-x2043

#### TRAILER UNDERCARRIAGES

**DAVIES**, S.A.E., fifth-wheel coupling, factory reconditioned exchange service and spares. London Rd., Ware, Herts. Ware 489. zzz-612

**COMPLETELY** reconditioned Scammell trailer undercarriage service; exchange, immediate delivery. **SCAMMELL** coupling mechanism or unit reconditioned in two hours.

**WRITE** or phone for illustrated brochure.

**MERRIWORTH (ENGINEERING), LTD.**, London Rd., Stone, Dartford, Kent. Dartford 2810. zzz-635

**FOR** disposal, number of Bedford-Scammell and Hands trailer undercarriages. Box CM6513, care of "The Commercial Motor". zzz-700

## SPARE PARTS AND SUPPLIES

### A.E.C.

**USED** UNITS, Whittlefield, Burnley (phone 2262). Soams for all commercial and passenger chassis. zzz-946

**A.E.C.** Matador 4 x 4 and 6 x 6 new spares in stock, radiators, winches, differentials and complete axles. Martindale Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 781-768

**£10,000** Of A.E.C. spares for the following models: 853, 8853, 854, 8854. Axles, gearboxes, pistons, liners, etc.  
**WRITE** or phone for lists. Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5. Ealing 5108, 9858. 781-273

**A.E.C.** 7.7 engine, completely overhauled with new crankshaft and new cylinder block, exchange or outright sale. Roscoe Howard and Tickle, Ltd., New Thomas St., Salford, 6, Lancs. Phone, Pendleton 1334-5-6. 781-x2045

### A.E.C. Wanted

**WANTED**, A.E.C. booster box, must be in good condition. For 2575 781-239

### ALBION

**ALBION** gearboxes for FT3, brand new, £25 each. Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 444 or 602. 781-53

A56

### Spare Parts and Supplies (contd.)

**USED** UNITS, Whittlefield, Burnley (phone 2262). Spares BYN127, 473, CX550, 557, AZ5L, 553. zzz-947

### FORD AND SLATER, LTD.

GWENDOLEN ROAD,

LEICESTER 36117-9.

### ALBION SPARES.

LARGE STORES FACILITIES AVAILABLE FOR

ALBION USERS. zzz-432

### ATKINSON

**CROSSROADS COMMERCIALS, LTD.** Exchange diff. for Atkinson, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-43

### AUSTIN

**DISMANTLING** the following models: K2, 3 and 6 by 4. L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 792-6673

### Spare Parts and Supplies (contd.)

#### AUSTIN SPARE PARTS.

STOCKS FOR ALL MODELS CARS AND TRUCKS.

#### THE CAR MART, LTD.

LONDON DISTRIBUTORS,

WELSH HARP, EDGWARE ROAD, N.W.9.

(HENDON 6500).

AND AT

16 UXBRIDGE ROAD, EALING, W.5.

(EALING 6600).

AND

381 STREATHAM HIGH ROAD, S.W.16.

(STREATHAM 0054).

AND

163 BROMLEY ROAD, CATFORD, S.E.6.

(HITHER GREEN 6111).

zzz-994

**USED** UNITS, Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-948



Scammell fitting  
er, both as new,  
ood selection of  
t-platform, drop-  
low-loaders, all  
e and exchanges.  
m-axled trailers,  
ided, all in very  
also a number of  
20-ft. well, with  
Hitchin, Herts.  
781-19  
dition, one from  
R. Langley Mill  
781-134  
LTD., Middle-  
915-6-7.  
n semi-trailer in  
ailer, as new,  
781-128  
ailer from stock.  
w floor, knock-  
coupling; tractor  
(NG), LTD.  
787-238  
Hoes, 69 each.  
Rd., Chandlers  
781-356  
£22 10s. East  
781-369  
new, less floor,  
d., Southfields  
781-330  
x trailer, 1954,  
owner, excellent  
ht Rd., South-  
781-331  
36 by 8 tyres,  
ow Bank Road  
497, 781-460  
r, £55 each  
Park, London,  
781-413  
ated, Edwins,  
781-354  
Walton Lane,  
781-386  
A licence, must  
of The Com-  
781-x2043  
AGES  
actory recon-  
London Rd.,  
222-612  
trailer under-  
delivered  
reconditioned  
re.  
London Rd.,  
0, 222-635  
Hill and Hands  
care of "The  
222-700  
D TRUCKS.  
N.W.9.  
W.S.  
W.16.  
S.E.6.  
222-994  
none 22621,  
222-948

## Spare Parts and Supplies (contd.)

### J. GIBBS, L. TD.

AUSTIN DISTRIBUTORS  
AND MAIN PARTS STOCKISTS.

### LONGBRIDGE HOUSE.

BEDFORD FELTHAM, MIDDLESEX.

Feltham 5644 (five lines).

222-0880

RECONDITIONED engines complete with accessories except carburettors, for 6 by 4 and 4 by 2, £35 each; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £8 10s.; pistons with rings, £30 and £60, 8s.; gearboxes, £10; 6 by 4 auxiliary gearboxes, £12 10s.; rear-axle assemblies, £32. L. W. Vass, Ltd., Amphilil Bedford, Amphilil 3255.

### PRYNN AND STEVENS, L. TD.

AUSTIN MAIN PARTS STOCKIST.

FULL range of truck, van and car parts and units in stock. Exchange engines, gearboxes, pumps, clutches carburettors, brake shoes and electric units from stock

Repairs and service to B.M.C. exclusively.  
THE SOUTH LONDON AUSTIN DEPOT.

### 57 ACRE LANE, S.W.2.

BRIXTON 1155

222-759

### C. G. NORMAN (COMMERCIAL), L. TD.

OFFICIAL AUSTIN DISTRIBUTORS.

Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

### 50 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1.

Victoria 2211.

222-0764

AUSTIN 4 x 4 and 6 x 4 transfer boxes, fully reconditioned. Marindale, Cross Hall Works, Chorley. Phone Chorley 3504.

AUSTIN K2 reconditioned radiators, £7 each. Keller, 46 Laburnum Rd., Merton, S.W.19. Lib 6739.

781-360

### BEDFORD

USED UNITS, Whittlefield, Burnley (phone 2262). Spares suitable for all models.

CROWN wheel and pinions for Bedford QL, 66 each. L. W. Vass, Ltd., Bedford, Amphilil 3255.

222-616

JOHNSON-ROBERTS, LTD., have been supplying exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself, £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details, write or phone London's oldest-established engine reconditioning concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Horney, N.A. Phone, Mountview 0111-4.

222-799

### COACHES AND COMPONENTS, L. TD.

93-94 STAMFORD HILL,

LONDON, N.16.

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS

PASSENGER AND COMMERCIAL VEHICLES

FULL range of genuine spares and exchange units—quick repairs and breakdown service.

222-076

REAR axle assembly, new or works reconditioned, for Bedford Q model, ratio 6:41, £35. Premier Supply, 238E Worpleston Rd., Guildford.

222-717

BEDFORD QL spares, assemblies and axles, engines. Main and transfer boxes and all other spares.

MERTON ENGINEERING CO., LTD., Foss Rd., Feltham, Middx. Feltham 3045.

222-966

FACTORY reconditioned Bedford 28 h.p. engines complete with accessories, £35, carriage extra. L. W. Vass, Ltd., Amphilil Bedford, Amphilil 3255.

222-759

### CROSSROADS COMMERCIALS, L. TD.

NOW HAVE FOR SALE ANOTHER BATCH OF

### 500 EX-MINISTRY

### BEDFORD ENGINES.

28 H.P., COMPLETE WITH DYNAMO, STARTER, FLYWHEEL, CLUTCH, ETC., IN CASES, £25 EACH.

Cheque with orders. Money returned if not satisfied.

### CROSSROADS COMMERCIALS, L. TD.

GILDERSOME, NR. LEEDS.

Phone, Morley (nr. Leeds) 444, 602, or 1204.

784-6705

FUEL tanks, 55 gallons, for Bedford and similar lorries, specially made, extra strong.

CAMPBELL PARK LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 781-207

## Spare Parts and Supplies (contd.)

### CHEVROLET

COMPREHENSIVE stock of spares and replacement units for Canadian Chevrolet. Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 23212.

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. Wallington 5561-2.

JAYGEE, J.G. Auto Spares Co., for all Chevrolet spares. Phone, call or write. 109-111 Fulham Palace Rd., Hammersmith, W.6. Riv 3656.

781-62

### COMMER

NEW Commer Q4 crankshafts, 28 10s. cylinder blocks with pistons and main bearings, £8; connecting rods with bearings, 15s.; pistons with rings, 10s.; radiators, £8. Works reconditioned engines with accessories, £40 each. New front axles, £7 10s. L. W. Vass, Ltd., Amphilil Bedford, Amphilil 3255.

222-916

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for N and Q and QX models.

222-950

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451-2-3. Commer repairs and spares.

£20,000 New spares in stock. Herts distributors.

N. Waters, Hatfield. Phone 2711.

222-0414

### CONTAY FOR COMMER.

ROOTS PARTS—SALES—SERVICE.

FOR IMMEDIATE REQUIREMENTS.

Phone, Waterloo 6162-3.

164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.

222-62

### RAY POWELL, L. TD.

MAIN COMMER AND KARRIER DEALERS.

FOR YOUR IMMEDIATE PARTS REQUIREMENTS

FULL REPLACEMENT SERVICE AVAILABLE

FROM OUR £60,000 STOCK

SPARES DEPT. OPEN MON-SAT 8.30-5.30.

FAIRLOP ROAD, LONDON, E.11.

LEV 5533 (10 LINES).

EASTERN AVENUE, ILFORD, ESSEX.

VAL 0123 (10 LINES).

222-761

COMPLETE stock of new and used parts for N1-2-3, Q2, J4, Q25, 8-cwt. and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wing and cab. R. J. Grimes, Ltd., Hadleigh Garage, Marlipit Lane, Coulsdon, Surrey, Uplands 3637.

222-720

ESCOTT AND CO. (BRIXTON), LTD., 100% Commer service. Spares and exchange units. Brixton 5407-8.

53 Acre Lane, London, S.W.2.

222-756

TWO partly damaged Commer T53 and QX cabs, under 16 months' old. J. B. Hudson, Dixies Garage, Milnthorpe, Westmorland.

781-93

CROSSROADS COMMERCIALS, LTD. Now breaking 1953 Commer QX 7-tonner, all spares, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204.

781-44

### DENNIS

USED UNITS, Whittlefield, Burnley (phone 2262).

Spares for Lancet, Ace, Pax and Max models.

222-951

### DENVER MOTORS, L. TD.

DISTRIBUTORS.

HARROW ROAD, LEYTONSTONE, E.11.

BARWICK FORD, NEAR WARE, HERTS.

Spares parts, exchange units for all models, repairs, Breakdown service.

All classes of bodywork in our coachworks.

Phone, Maryland 3381; Much Hadham 298.

222-0761

PERRIS AND KEARON, LTD., 180-2 Vine St., Liverpool, 7. Royal 4262-3-4. Full range of spares and service units always available. 24 hours' breakdown service.

821-6463

### COACHES AND COMPONENTS L. TD.

465-475 HOLLOWAY ROAD,

LONDON, N.7.

Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE

SPECIALISTS

GENUINE spares and exchange units, repairs, bodywork

painting.

222-677

OLD TRAFFORD MOTOR ENG. CO., L. TD.

TALBOT ROAD, MANCHESTER, 16.

Phone, Trafford Park 0549.

222-684

DENNIS Max diff. assemblies. Max 5-speed gearboxes and 4-speed gearboxes, front axles, radiators, 5-speed gears, crankshafts, hubs and half-shafts, and all other parts available, all brand new. Phone, Mitcham 6212.

222-703

## Spare Parts and Supplies (contd.)

SPRINGS for Dennis Max: rear, nine leaves, 26 each; fronts, 10 leaves, 24 each; all new, prices ex-works. Gordon L. Poole and Co., Ltd., Oxford House, Oxford St., Southampton 24024.

782-6692

DISMANTLING several Dennis Max Diesel lorries, all parts available. Rush Green Motors, Langley, Hitchin, Herts. Stevenage 175.

781-15

### DIAMOND T

COMPREHENSIVE range of spare parts for all ex-W.D. models, petrol and Diesel, many at specially reduced prices. Diamond T Motors, 414 London Rd., Wallington, Surrey. Phone, Hounslow 7153.

222-737

### DODGE

USED UNITS, Whittlefield, Burnley (phone 2262).

Spares for 3-, 4- and 6-ton models.

222-952

### AUTOMOTIVE SERVICES, L. TD.

DISTRIBUTORS FOR DODGE.

COMPLETE spare parts service for English and Canadian models; parts dispatched by return post or passenger train; exchange engines, clutches, dynamo, starters, distributors and carburettors always in stock.

### 50A OVERDALE ROAD,

EALING, LONDON, W.5.

Phone, Ealing 3652.

222-823

KINGSTON-ON-THAMES Dodge distributors. Exchange units. Huge stocks petrol and Diesel spares. Globe Auto Service, Ltd., Vicarage Rd., Hampton Wick, Kin 6895.

222-725

### COOMBS COMMERCIALS (GUILDFORD), L. TD.

DODGE DISTRIBUTORS.

We specialize in Service Units.

Unvalued Stock

or

Genuine Dodge Spares.

LIKE THE DODGE YOU CAN DEPEND

ON COOMBS.

### COOMBS COMMERCIALS (GUILDFORD), L. TD.

PORTSMOUTH ROAD,

GUILDFORD.

Phone 62907 (three lines).

222-903

### L. A. MITCHELL (MOTORS), L. TD.

DODGE DISTRIBUTORS.

PERKINS SIGNHOLDERS.

£20,000 worth of spare parts and exchange units for

Dodge trucks and Perkins Diesel engines.

PROMPT DISPATCH.

IF IT'S DODGE—MITCHELL'S YOUR MAN!

1 BALHAM HIGH ROAD, S.W.12. Phone, Bal 2234.

781-175

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. Wallington 5561-2.

222-487

### ERF.

USED UNITS, Whittlefield, Burnley (phone 2262).

Spares for C14, C15, C16 and OB14 models.

222-953

FALCON ENGINEERING CO., LTD., Empire Works, Leeds, and Bradford Rd., Bramley, Leeds. Phone, Pudsey 2812.

YORKSHIRE distributors ERF commercial vehicles,

sales and service.

222-836

THE HARITH MOTOR ENGINEERING CO., LTD. Sales, spares, service. Rugby St., Broughton Lane, Manchester, 7. Phone, Blackfriars 9664-5.

222-707

CROSSROADS COMMERCIALS, LTD. Exchange differentials, £65 each. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204.

781-51

### FODEN

COMPREHENSIVE range of all Foden and Gardner spare parts. Gardner exchange engines in stock.

HAZLEMER MOTOR CO. (WALTHAM ABBEY), LTD. Phone, Waltham Cross 2275-6-7.

222-904

USED UNITS, Whittlefield, Burnley (phone 2262).

OG and DG units and spares.

222-954

CROSSROADS COMMERCIALS, LTD., dismantling 8-wheelers for spares, exchange diff. for all models. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204.

781-45

### FORD

USED UNITS, Whittlefield, Burnley (phone 2262).

ET6 7V Canadian WCT/2/3/6.

222-955

C.D.S. TRADING CO., LTD., have large quantities of spares for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. Wallington 5561-2.

222-488

DISMANTLING the following models: WOT 1, 2, 3 and 6, also Canadian. L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597.

782-6674

A57



### Spare Parts and Supplies (contd.)

JAYGEE. JAYGEE. JAYGEE.

FORD spares English and Canadian trucks, all types of engines reconditioned to high standards, axles, differentials gearboxes.

SEND for lists or c.v.  
J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd. London, W.6. Riverside 3656. Cables, "Carparcol, London."

JAYGEE. JAYGEE. JAYGEE.

### GARDNER

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Phone 64013. Gardner recommended repairers, reconditioned exchange engines, LK and LW, dynamometer tested and guaranteed; cylinder blocks, heads, crankshafts, etc. Large stock of engine spares. zzz-0958

GARDNER LW and LK service, exchange engines, dynamometer tested, six months' guarantee, fitted at week-ends if required.

TILLEY AND LOVATT, LTD., Newstead Trading Estate, Trentham, Stoke-on-Trent. Phone. zzz-986

GARDNER recondition dynamometer-tested service engines, 4LK and LW series, available for exchange, fitted to suit customers' convenience.  
GARDNER 5LW 2-bore cylinder blocks, parts No. 1/15 and 16 new unused, ex-M.O.S., £14 10s. each.  
BEECH'S GARAGE (HANLEY), LTD., Hoop St., Hanley Stoke-on-Trent 25249 and 25240. 781-421

### G.M.C.

COMPREHENSIVE stock of spares, parts and replacement units for G.M.C. Don Everitt, Ltd. Distributors, Cleveland St., Wolverhampton. Phone 23212. zzz-401

JAYGEE. JAYGEE. JAYGEE.

G.M.C. Finest stocks in England, engines, axles, gearboxes, transfer boxes, propeller shafts, transmission bars, springs, wheels, differentials, crown and pinions.

ALL PARTS FROM FRONT TO BACK.  
WRITE TO US FOR WHAT YOU LACK

J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd. London, W.6. Riverside 3656. Cables, "Carparcol, London."

JAYGEE. JAYGEE. JAYGEE.

### GUY

USED UNITS, Whitefield, Burnley (phone 2262). New and used spares available for Wolf, Vixen, Otter, Arab, Warrior and Invincible. zzz-956

WIGGS AND SONS, LTD., for Guy sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-744

### JEOP

LARGE stocks of Jeep spares at half list price; 24-hour postal service.  
COMMERCIAL VEHICLE SPARES, 94b Balham High Rd., Balham, London, S.W.12. Phone, Balham 4091. zzz-625

### LEYLAND

SPRINGS for Leyland Lynx: rears, 14 main leaves, five helpers, £5 each. Leyland Hippos: main leaves, 10s. each; second leaves, 5s. each. All new, prices ex-works. Gordon L. Poole and Co., Ltd., Oxford House, Oxford St., Southampton 24024. 782-6693

USED UNITS, LTD., Whitefield, Burnley (phone 2262). Most units and spares, passenger and commercial. zzz-957

### FORD AND SLATER, LTD.

GWENDOLEN ROAD,  
LEICESTER 36117-9.

### LEYLAND SPARES.

LARGE STORES FACILITIES AVAILABLE FOR  
LEYLAND USERS. zzz-433

LEYLAND Lynx and Retriever differential assemblies, in original cases, £20 each; bronze worm wheels, £12 10s. each; Retriever axle shafts, £2 10s. each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-617

### ARLINGTON

SAME-DAY SERVICE.  
COMPREHENSIVE STOCKS  
DAILY COLLECTIONS FROM  
LEYLAND MOTORS, LTD.  
SAVE TIME AND EXPENSE.

USE OUR CENTRAL LONDON PARTS DEPOT.

25-27 VAUXHALL BRIDGE ROAD,  
LONDON, S.W.1.  
Phone, Vic 6033-4-5.

### ARLINGTON MOTOR CO., LTD.

ALSO AT PONDERS END, ENFIELD; SUDBURY, SUFFOLK; CARDIFF AND WALTHAM CROSS, HERTS. zzz-6888

A58

### Spare Parts and Supplies (contd.)

AXLE beams and gearbox parts, king-pins and bushes. Beaver, Hippo and Octopus new and various other parts. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 781-770

CROSSROADS COMMERCIALS, LTD. 1949 Comet now being dismantled. Exchange differentials for all Leylands. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-46

ONE cab, ex-Leyland, 1950 onwards. J. B. Hudson, Dixies Garage, Milnthorpe, Westmorland. 781-94

CHEETAHS and PSIs being dismantled. All spares available also guaranteed 7.4 engines/gearbox units. ALEXANDER AND TATHAM, LTD., Surbiton St., Sheffield. Phone 43138. 781-231

### MACK

MACK TRUCKS (BRITAIN), LTD., sole agents for the Mack International Motor Corporation, New York, can now offer spares for most models of Mack trucks. Inquiries write to 62 North St., Barking, Essex. 781-481

### MAUDSLAY

USED UNITS, LTD., Whitefield, Burnley (phone 2262). Most unit and spares, passenger and commercial. zzz-958

### MAUDSLAY.

SPECIALISTS REPAIR SERVICE FOR  
COMMERCIAL VEHICLES.

COMPREHENSIVE RANGE OF SPARES AND ASSEMBLIES; CROMARD LINER STOCKISTS. HARTRIDGE EQUIPPED DIESEL WORKSHOP. C.A.V. and SIMMS SPARES.

TOWER BRIDGE GARAGE (ENGINEERING), LTD., 178A TOWER BRIDGE ROAD, S.E.1. Phone, Hop 0461-2-3, 3228. zzz-601

CROSSROADS COMMERCIALS, LTD. Exchange differentials, 665. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-50

### MEADOWS

WIGGS AND SONS, LTD., invite you to save by converting to Meadows Diesel. We are the conversion distributors for London and Home Counties. This reliable, economical and well-proved engine is suitable for fitting to most makes of vehicle. All Meadows 4DC30 engine spares available from stock. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-933

### MORRIS AND MORRIS-COMMERCIAL

USED UNITS, LTD., Whitefield, Burnley (phone 2262). All models. zzz-959

RECONDITIONED Morris-Commercial 4-cylinder 24.8 h.p. side-valve engines c/w accessories, £25. 6-cylinder 25 h.p. ditto, £25. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-731

### MORRIS COMMERCIAL SERVICE PARTS.

MOST COMPREHENSIVE STOCKS IN THE LONDON AREA.

### STEWART AND ARDERN, LTD.

MORRIS HOUSE,  
THE VALE, ACTON, W.3.  
Shepherd's Bush 3130.

### AND AT

MORRIS HOUSE, 209 BROMLEY ROAD, S.E.6. Hither Green 4482.

MORRIS HOUSE, 543 HIGH ROAD, ILFORD. Ilford 2225.

MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.15. Stamford Hill 1234. zzz-745

BRAND-NEW Morris water pumps, suitable most models to 1949 V4629, £2, delivered free, special price for quantity. Stephens, 9a High St. Abbots Langley, Herts. 781-x2042

### OIL-ENGINED SPARES

USED UNITS, LTD., Whitefield, Burnley (phone 2262). All makes of oil-engined spares. zzz-960

### PERKINS

USED UNITS, LTD., Whitefield, Burnley (phone 2262). All spares available. zzz-961

HALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders 10-.

### HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,  
FINCHLEY CENTRAL, LONDON, N.3.  
Finchley 5908 (five lines). zzz-838

WIGGS AND SONS, LTD., official signholders, sales, spares and service, new and exchange engines, conversions expertly carried out. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-934

### Spare Parts and Supplies (contd.)

### COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

AS official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. zzz-675

USED and new spares for all models Perkins engines.

CHURCH ROAD MOTORS, Hadleigh, Essex. Phone 57271. zzz-691

P7 Heads part-exchange service. (Your old cracked scrap head accepted.) All valve seats built up and precision ground to standard (not inserts). New guides fitted. Surface ground. Pressure tested. Guaranteed. Greatly reduced price against new.

ANGELL AND WILLIAMS (PECKHAM), LTD., 179a Peckham Park Rd., S.E.15. Rodney 3559. 781-732

### ROWE HILLMASTER

WIGGS AND SONS, LTD., sole distributors for this Meadows-engined vehicle. For sales, spares and service, 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-935

### SCAMMELL

USED UNITS, Whitefield, Burnley (phone 2262). Spares for 8- and 6-wheelers, also MH3 and H.M. zzz-962

### Scammell Wanted

WANTED, good selection new surplus parts, ex-W.D. Scammell 30-ton chassis. Offers to Box CM688, care of "The Commercial Motor." zzz-718

### SEDDON

USED UNITS, Whitefield, Burnley (phone 2262). Most spares available. BRENTWOOD ENGINEERING CO., LTD., distributors for Essex. Phone, Brentwood 3320. zzz-773

HALLS (FINCHLEY), LTD. SEDDON distributors, have the most comprehensive range of Seddon and Perkins spares in London and the Home Counties. Phone, write or call for orders to:-

### HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,  
FINCHLEY CENTRAL, LONDON, N.3.  
Finchley 5908 (five lines). zzz-837

CROSSROADS COMMERCIALS, LTD. Spares for all models, including complete differentials, £25; half-shafts, £3 10s. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-52

DISMANTLING 1950 Seddons, heavy-duty type, all spares available. 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2633. 781-307

### SENTINEL

USED UNITS, Whitefield, Burnley (phone 2262). Most spares available. zzz-963

WIGGS AND SONS, LTD., for Sentinel sales, spares and service. All Diesel types and models. 179a Peckham Park Rd., S.E.15. New Cross 1241 (10 lines). zzz-936

FOR sale. All spares for 1949 Sentinel 6-7-tonner. Thomas, South St., Wells, Somerset. 781-0643

DISMANTLING 1952 short-wheelbase tipper, all parts available.

WEST TOWN DIESELS, Broad Street Garage, Dewsbury. Phone 3504. 781-304

### THORNYCROFT

USED UNITS, Whitefield, Burnley (phone 2262). Units and spares for Sturdy and Trusty, etc. zzz-965

SPRINGS, front, for Sturdy, eight leaves, 32s. 6d. each; all new, prices ex-works. Gordon L. Poole and Co., Ltd., Oxford House, Oxford St., Southampton 24024. 782-6694

NR6 Diesel engine, front and rear axles, etc., for Amazon-class Thornycroft-Coles cranes. Longton Transport Equipment Co., Ltd., Longton, Stoke-on-Trent. Phone 33231. 781-39

### VULCAN

USED UNITS, Whitefield, Burnley (phone 2262). Spares for SVF, 6VF and 6PF models. zzz-966

WIGGS AND SONS, LTD., for Vulcan sales, spares and service. Service units, exchange engines, etc. 179a Peckham Park Rd., S.E.15. Phone, New Cross 1241 (10 lines). zzz-937

### FORD AND SLATER, LTD.

LARGE AND COMPREHENSIVE STOCK OF SPARES AND SERVICE UNITS FOR 8VF, 6PF AND 7GF MODELS.

### GWENDOLEN ROAD

LEICESTER 36117. zzz-582

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins spares, exchange engines and units from stock. High Cross Rd., Tottenham, N.17. Phone, Tot 4317. 789-1111

6VF Vulcan half-shafts, £5 each. Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-54

### Spare Parts

948 Vulcan

USED UNIT

Engines, sea

SPARES avail

also large q

Morgan and W

shop's Wal

A.E.C. P

PHILLIPS M

443 Handwa

night 42260, 4

BURTS MOT

differentials

BURTS MOI

B engines, ge

makes of com

Chevrolet, Co

baker, etc. F

ive prices, 1-

2661 and 4723

COMMERCIAL

spare parts

LAMMAS 18

S.W.18.

RELANCE

ONE 7.7 A

accessories

Y.D. steel

Anthony m

ONE P4 w

ONE G.M.C.

ONE A.E.C.

ONE Feder

40 NEW,

part no. 99A

BAKER ST

0026. 53

SURPLUS

Thornycroft

Eastern Gree

DISMANT

Denise

8-wheeler T

Thames ETG

RUSH O

Stevens

TOWING

have fre

DISMANT

ram tips

M ham.

DISMANT

1939 Le

Filling Stat

field 3667.

A Large

CHARLES

Crom 5

ALBION

engine

DODGE c

cranksha

A. G

C. Swind

SPARES -

Foden T

Thornycroft

tipper.

J. Road

VEHICL

USED Most

AUTO U

of spars

AUTO U

A.W.5.

BROOM

Manor

476.

USED For a

J.G. A

of G.M.C.

W W.6



## Spare Parts and Supplies (contd.)

**948** Vulcan spares, T. and F. Motors, Ltd., 2a Fools Park, London, N.A. Phone, Archway 781-412

### UNCLASSIFIED

**USED UNITS**, Whitefield, Burnley (phone 2262). Engines, gearboxes, axles, springs, wheels, most makes. zzz-967

**SPARES** available for Diesel and petrol-engined vehicles; also large quantities of spares for W.D. vehicles. C. Morgan and Son, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-895

**A.E.C.** Perkins, Dodge operators. We carry comprehensive stocks of spares and vehicles. **PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**, 443 Handsworth Rd., Sheffield, 18. Phone, day 40256, night 42260, 40363. zzz-964

**BURTS MOTORS** have engines, axles, gearboxes and differentials for most ex-W.D. vehicles. **BURTS MOTORS** have huge stocks of second-hand engines, gearboxes, rear axles and other parts of all makes of commercial vehicles, including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studer, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. Liberty 2661 and 4723. zzz-932

### LAMMAS MOTORS.

**COMMERCIAL** motor specialists, have a large stock of spare parts of every description. **LAMMAS MOTORS (REGD.)**, of 63 Garratt Lane, S.W.18. Phone, Vandyke 3909, 2935. zzz-990

**RELIANCE GARAGE**, Norwich, offers:—

**ONE 7.7 A.E.C.** 95% reconditioned and complete with accessories, £125.

**ONE 4.4 A.E.C.** steel drop-side tipping bodies complete with Anthony gear good condition.

**ONE P4** with Austin fittings, good condition, £120.

**ONE G.M.C.** 2-stroke Diesel engine, complete.

**ONE A.E.C.** 4 x 4 Matador for spares.

**ONE Federal 4 x 4** for spares. Norwich 28911. zzz-178

**40 NEW**, unused Ford V8 cylinder blocks, complete pistons, pins and rings, 3 1/16-in. bore, 100 h.p., part no. 99A 5610. Best offers required.

**BAKER STREET TRADING CO., LTD.**, Kensington 0026, 53 Brompton Rd., S.W.3. zzz-166

**SURPLUS** to requirements, reconditioned Vulcan and Thornycroft gearboxes, diffs., axles and shafts. Abco, Eastern Green Rd., Coventry 66134. zzz-146

**DISMANTLING A.E.C.** Foden, E.R.F., Maudslay, Dennis, Max and Jubilent, Thornycroft, FKO 8-wheeler Trident and Sturdy, Leyland, Albion, Seddon, Thames ETO and most other makes. Let us quote you. **SURVEN GREEN MOTORS**, Langley, Hitchin, Herts. zzz-10

**TOWING** bars, heavy duty, 8 ft. long 65 each, carriage (free send for further details. Below.

**DISMANTLING** Vulcan Perkins 6V 6VF 1948 twin-twin tipper

**SEADWAY SPARES**, Bordesley Green Rd., Birmingham, 9, Victoria 4933. zzz-177

**DISMANTLING** 1938 Foden Diesel 5LW Gardner, 1939 Leyland Minx Diesel, Spares cheap. Walkers Filling Station, Ecclesfield, Nr. Sheffield. Phone, Ecclesfield 3667. zzz-393

**A Large stock** of both new and second-hand spares available.

**CHARLES COPPOCK, LTD.**, The Garage, Elm Grove, Crows St., Sale, Cheshire. Phone, Sale 5633. zzz-181

**ALBION FT3**, long-wheelbase, DDs, reconditioned engine, exceptional clean, £100.

**DODGE** engine, new block, pistons, valves and springs, crankshaft reground, £35.

**A. GREEN**, 44 Westcott Place, Swindon, Wilts. zzz-2041

**SPARES** for Bedford A-type, Commer OX, E.R.F., Foden 8-wheeler double-drive, 5-speed boxes, Leyland, Thornycroft, Sentinel; also Vulcan and Foden 8-wheeler tipper

**J. W. RATCLIFFE AND SONS, LTD.**, Low Bank Road, Garage, Ashton-in-Makerfield. Phone 7497. zzz-461

### EX-W.D. SPARES

A NAME WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**

ALFRETON, DERBYSHIRE.

Phone, Leabrooks 477

### THE EX-W.D.

DEALERS AND DISMANTLERS.

4 BY 4 SPECIALISTS, 6 BY 6.

VEHICLES. SPARES. TYRES. zzz-793

**USED UNITS**, Whitefield, Burnley (phone 2262). Most parts available. zzz-968

**AUTO UNITS (EALING), LTD.** We have large stocks of spares for most U.S.A. commercial vehicles.

**AUTO UNITS (EALING), LTD.**, Derwent Rd., Ealing, W.3. Ealing 5108. zzz-710

### AIR COMPRESSORS

**BROOMWADE** compressor, first, £50. Mrs. Hales, 7 Manor Rd., Wales, Nr. Sheffield. Phone, Kiveton 476. zzz-6709

### AXLES (FRONT AND REAR)

**USED UNITS**, Whitefield, Burnley (phone 2262). For axles of all makes and types. zzz-969

**J.G. AUTO SPARES CO.** New and second-hand of G.M.C., Chevrolet, Ford and other axle parts. **W. W. G.**, call, 109-111 Fulham Palace Rd., London. zzz-613

## Spare Parts and Supplies (contd.)

**REAR** axles available for A.E.C. Matador, Austin 6 by 4, Austin 85, Bedford QL, Leyland Retriever, also B.M.C. differential units.

**C. MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-753

**EATON** 2-speed axle suitable for Ford, etc., £337 each; condition as new, guaranteed. Gfars, Ltd., Wisbech. zzz-179

### Axles Wanted

**WANTED**, Eaton 2-speed axle complete for Commer Q4 articulated unit. Phillips, Malvern, Park Crescent, Newport. Mon. Phone 65243. zzz-1865

### BALL BEARINGS

**BALL** and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. zzz-344

### BODIES AND COACHWORK

**G. C. SMITH (COACHWORKS)**, Long Wharton, Leicestershire. Leica. Specialists in composite and all-metal bodywork. Phone, Hathers 291-2. zzz-671

**CLEMENT BUTLER AND CROSS, LTD.**, for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford. Ealing 4511-4512. zzz-883

### IT'S URGENT.

PHONE BRIXTON 2233 (FIVE LINES).

**FOR** craftsman-built truck, tipping, van and container bodies, alterations, repairs, etc.

**ACCIDENTAL** or general repairs.

**SPECIALISTS** in the construction of maximum permitted length bodies with steel rear chassis frame extensions for all makes of vehicles.

**TOUGH**, lift-off container bodies (insulated or non-insulated) and 5-cu.-yd. Bedford tipping bodies are normally available from stock.

TRADE AND ALL INQUIRIES AND VISITORS WELCOME.

### RICE ENGINEERING CO., LTD.

OAKHALL BODY WORKS,

27 COLDHARBOUR LANE, S.E.3.

(Adjacent to Camberwell Green.) zzz-940

**NEW** light-alloy Luton body, 1,250 cu. ft., suit B.M.C., Bedford, Ford, etc.; due to cancellation of order this quality job is offered at less than cost by bodybuilders. Two-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-6667

**£30.** Lift-off container, 15 ft. by 7 ft., height 8 ft., off Bedford, sound. Acorn 4533. zzz-1673

**NEW 4-yd.** steel U-shaped bodies with Edro 2LN gear. Suit Ford 4D or similar, bargain, £145. John Jordan, Sandy, Beds. Phone 271. zzz-466

**PLATFORM** body with headboard, 24 ft., for Leyland 8-wheeler, in excellent condition, £50.

**J. CAMPBELL PARK, LTD.**, Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. zzz-208

**LARGE** quantity brand-new Anthony tipping bodies, 5 and 6 cu. yd., for fitting to Ford Trader, less than half price.

**PHONE** or write, Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.3. Ealing 5108, 9858. zzz-275

**STEEL** tipping bodies, with detachable cab protectors, ex-Diamond T trucks, size 10 ft. by 8 ft. by 1 1/2 ft., good condition, £10 each, ex works. Woolfendens, Ltd., Prescott Rd., Liverpool, Stonecroft 9067. zzz-671

**LORRY**, flat, 24 ft. x 7 ft. 6-in., wooden, almost new, £50. Phone, Lymn 109. zzz-1788

### Bodies Wanted

**TIPPING** bodies wanted for short-wheelbase Bedfords, must be sound. G. R. Yeomans, Ltd., Oxford Rd., Ryton-on-Dunsmore, near Coventry. Phone, Tollbar 2376-7-8. zzz-217

**WANTED** urgently, Bedford short-wheelbase steel drop-side tipping body, 5-ton A model; must be sound condition. O. T. Jackson Motors, Ltd., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. zzz-436

### BRAKE LININGS

**BRAKE** linings, 15 in. by 4 in. by 6 in., 5s. per piece; 13 1/2 in. by 2 1/2 in. by 1 in., 3s. per piece. L. W. Vase, Ltd., Amphil, Bedford. zzz-0872

### BREAKDOWN SERVICE

**LONDON**. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd. Atkinson Distributors, Balham, S.W.12. Battersea 2193. zzz-629

**PRALLS (HEREFORD), LTD.**, Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4221 (six lines). zzz-949

**LONDON** and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone. Maryland 3381. Much Hadham 298. zzz-620

**BRISTOL** and Weston-super-Mare.

**HAVIEST** breakdowns equipment in the West of England; 24-hour service for all types of recovery work. A.C.V. official repairers and authorized dealers. Foden repairs and spares service. Diesel specialists. Phone, day and night, Bristol 77667; and Weston-super-Mare 3521.

**LMA GARAGES (BRISTOL), LTD.**, 74 Feeder Rd., Bristol 2; and 170 Locking Rd., Weston-super-Mare. zzz-693

## October 17, 1958—THE COMMERCIAL MOTOR 75 (Supplement)

## Spare Parts and Supplies (contd.)

**HEAVY** recovery and breakdown services, 6 a.m. to 10 p.m. service. **ROSS GARAGES (SALES), LTD.**, Atkinson and Seddon main distributors. Fenaria Rd., Cardiff. Phone 24671. zzz-863

**SOUTH MIDLANDS**. The London Road Garage, heavy breakdown service. Phone, Stony Stratford 2114. zzz-4028

**24 Hours** recovery service, six heavy breakdown vehicles on speciality; also coaches. **DENNIS GARAGE, LTD.**, Wisbech. Phone, Wisbech 745. zzz-0766

**SURREY**, Hants. Very heavy recovery equipment and mobile cranes for hire, 24-hour service. **D. MORGAN (ENGINEERS)**, Wrexham. Phone, zzz-779

### CHAMOIS LEATHER

**GUARANTEED** hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 6d. each (minimum order six); one kip (30), less 5%. County Chamois Co., Ltd., Rocky Lane, Aston, Birmingham. zzz-783

### CHASSIS AND CABS

**USED UNITS**, Whitefield, Burnley (phone 2262). Goods chassis and cabs available. zzz-970

**NEW** Vulcan cabs in stock. T. Brown, Home Gardens, Dartford. Phone 3042-J. zzz-735

**BRAND-NEW** Austin Loadstar cabs; complete with doors; also wings, bonnets, etc.

**PHONE** or write, Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.3. Ealing 5108, 9959. zzz-274

**REBUILT** cabs to fit Leyland and Atkinson, E.R.F., etc.

**LITTLE**, Gilbrant St., Walton-le-Dale, Preston. zzz-346

### CRANES AND WINCHES

**USED UNITS**, Whitefield, Burnley (phone 2262). Vast quantities of new Cols crane spares available from stock, cheap. Write for lists. zzz-610

**GARWOOD** winches for use. ex-G.M.C. 6 x 6, £28 each.

**WOODLANDS MOTORS (THUNDERSLEY), LTD.**, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. zzz-181

**CRANE** 6-ton Cols mobile Diesel electric crane, for sale, in new condition. Burnaston Engineering Co., Ltd., Burnaston, Derbys. Phone, Etwall 451 day, Derby 22102 night. zzz-6701

**AMERICAN CHEVROLET** 4 by 4 mobile crane, fitted long twin lattice jibs, power operated by two Garwood winches, £150. John Jordan, Sandy, Beds. Phone 271. zzz-466

**FEDERAL** Diesel lorry mounted crane, 25-ft. jib, B. G. PLANT (SALES AGENCY), LTD., Watlington, Oxfordshire. Phone, Watlington 44. zzz-100

### Cranes and Winches Wanted

**WANTED**, a number of Thompson 2-ton and 4-ton hand lorry winches. Norman Walker, Anlaby, Hull. zzz-6676

**5-TON** Cols crane. Dennis's Garage, Wisbech. zzz-319

### CUSHIONS AND SEATS

**RESTALL BROS., LTD.** First-class seats (commercial). zzz-633

**FRONT** seats, Austin 152, A35, A40, A50, K4, K8; Commer Cob and 3-cwt.; Morris J2 3-cwt. series (I), (II) and (III); Thames 5, 7-cwt.; ETO Bedford 10-12-cwt.

**REAR** passenger, floor-top folding-tipping-bench; Austin A40, A50; Commer 8-cwt.; Thames 5-7-cwt.; Standard 6-10-12-cwt.; Bedford 10-12-cwt.; Morris 3-10-cwt.

**2 SAR** passenger conversion, fold-up bench, Austin A30-A35; Commer Cob. Complete, ready for fitting after removal of part-floor; instructions included.

**RESTALL BROS., LTD.**, 31-33 Floodgate St., Birmingham, 5. Phone, Victoria 1693 and 4440. zzz-633

**12** Almost new Duplex double seats, red moquette, £8 each or £90 for lot. Thomas Motor Tours, Ltd. Newark. 559. zzz-1879

### DIESEL CYLINDER HEADS

**REPAIRED** by electro-deposition at 60 degrees F.; tensile strength greater than original; process approved A.A. and R.A.C. Electrobond, London, N.17. Bowes Park 9691. zzz-777

### DIESEL FUEL PUMPS AND INJECTORS

**USED UNITS**, Whitefield, Burnley (phone 2262). Most makes and types available. zzz-971

**SIX** reconditioned fuel pumps for Thornycroft NR6 engines, £25 each.

**C. MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-752

### DIFFERENTIALS

**RUSH GREEN MOTORS**

**HAVE** differentials for most commercial vehicles, hundreds in stock, and most other spares as well. **LANGLEY, HITCHIN**, Herts. Stevenage 175. zzz-18

**USED UNITS**, Whitefield, Burnley (phone 2262). Most makes and models available. zzz-972

**CROSSROADS COMMERCIALS, LTD.** Exchange service for Vulcan 6VF, E.R.F., Albion, KL127 FT3, CX, Leyland, A.E.C., Maudslay, Glidersome, near Leeds. Phone, Morley 444, 602 and 1204. zzz-47



**Spare Parts and Supplies (contd.)**

**DYNAMOS, STARTERS  
AND GENERATORS**

**USED UNITS.** Whitefield, Burnley (phone 2262).  
Dynamo, starters, most types, petrol and oil. 222-973

**BS6** Starters, 12-volt, suitable for Gardner, 4, 5 and 6LW, new, £15. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 781-769

**ONE** Ruston Hornsby Type 5 VCB generating set, D.C. generator by Electrical Construction Co., and two Rober double-cylindrical-type HDO 164 horizontal Diesel generating sets, D.C. generators by Brush, in excellent working condition, and can be inspected at the company's central works at Bracebridge Heath. Applications to inspect and offers to be addressed to the Chief Engineer, Lincolnshire Road Car Co., Ltd., Bracebridge Heath, Lincoln. 781-84

**ENGINES (Oil and Petrol)**

**USED UNITS.** Whitefield, Burnley (phone 2262).  
Replacement and/or engine conversion. 222-974

**RECONDITIONED** Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. 222-963

**SERVICE** exchange Gardner 6LW, 5LW and 4LW engines, overhauled to manufacturers' standards, bench-tested and carrying six months' guarantee. Engine changes and top overhauls carried out at week-ends or to suit customer's convenience.

**WILKESLEY AND LOVATT, LTD.** Newark Trading Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-Trent 49861. 222-987

**ALBION** engines, exchange scheme. All engines guaranteed. Delivery ex stocks. Leonard Beer and Co., Ltd. Southampton 27550. 222-681

**ONE** Gardner 4LW engine with Foden 4-speed gearbox, £125.

**ONE** Gardner 4LW engine with David Brown 4-speed gearbox, £125.

**TWO** Gardner 5LW engines with Leyland gearboxes, £125 each.

**ONE** Perkins P6 engine with Dennis gearbox, £125.

**TWO** Perkins P6 engines with Albion gearboxes, £125 each.

**MORGAN AND SON, Waltham Chase, Southampton.** Phone, Bishops Waltham 133. 222-749

**RECONDITIONED** engines for outright sale, complete with starter, dynamo, carburettor, distributor, clutch, etc.

**MORRIS-COMMERCIAL** 4-cylinder, 24.8 h.p., £27 10s.

**MORRIS-COMMERCIAL** 6-cylinder, 25 h.p., £27 10s.

**AUSTIN** 34-litre o.h.v., £40.

**A** BEDFORD 28 h.p., £45.

**AUSTIN** 16 h.p., £47 10s.

**J. T. LEAVESLEY, LTD.** Alrewat, Staffordshire. Phone 354. 222-783

**SIX-CYLINDER** Leyland Diesel and gearbox, cheap. Cox, Bunkers Hill, Bilston, Staffs 41052. 781-x1787

**CHOICE** of two DENNIS Mark III O6 oil engines, 1948 manufacture, fitted with 5-speed gearboxes, can be inspected running, £125 each net, ex-works, loaded on transport.

**COLBRO, LTD.** Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 222-6677

**A.E.C.** 7.7 and Daimler 8.6-litre Diesel engines, complete with all assemblies, as removed from low-mileage buses, in excellent running order, £75 each.

**A.E.C.** with all assemblies and clutch, completely stripped, rebuilt and bench-tested, ready for installation, £75 each.

**WOODLANDS MOTORS (THUNDERSLEY), LTD.** Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 781-182

**CROSSROADS COMMERCIALS, LTD.** Gardner 4, 5 and 6LW, A.E.C. 7.7, Perkins P6, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 781-48

**RUSH GREEN MOTORS** for all oil engines, Gardner's 4LW, 4, 5 and 6LW, Perkins P3, P4 and P6; A.E.C. 7.7; Leyland 4 and 6-cylinder; Dennis 4- and 6-cylinder; Albion 4- and 6-cylinder; Ford 4D, and many others.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175. 781-17

**THORNYCROFT** Amazon petrol engines, reconditioned by manufacturers, unused, Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 781-767

**PARRS OF LEICESTER.**

GARDNER OFFICIAL SERVICE AGENTS AND SPARES STOCKISTS.

RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES.

EXCHANGE HEADS, PUMPS, SPRAYERS.

CRANK GRINDING, SLEEVEING, WELDING.

**ABBEY LANE, LEICESTER.**

PHONE 61511. 781-973

**FOR** sale, BEDFORD 28 h.p. engines, in packing cases, complete with accessories, at £7 10s. each, ex-works.

**R. TREM AND CO., LTD.** Bawtry Rd., Farningley, N. R. Doncaster. Phone, Farningley 235-204. 781-99

**4LW** Gardner engine with fuel pump and cambos, 1,000 miles only since reconditioning, £110, e.s.o. Apply, Cawood Wharfedale Co., Ltd., King's Highway Garage, S.E.18. Woo 1706. 781-87

A60

**Spare Parts and Supplies (contd.)**

**ALBION** 4-cylinder Diesel, new, ex-M.O.S., all accessories, Type EN286B, £350.

**ALBION** petrol 6-cylinder FT3, reconditioned, all accessories, ex-M.O.S., cased, £25 each.

**MORRIS** 4- and 6-cylinder 25 h.p., reconditioned, all accessories, £15 each.

**20** A.E.C. Matador 7.7, small mileage, £70 each.

**A. R. LEWIS, 74 New Summer St., Birmingham, 19.** Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 782-6718

**SELECT** your Mercury engines at £17 10s. each from 1,000 Ford V8s in stock. Trade inquiries invited and discounts offered for large quantity purchase. Also being dismantled a quantity of double-decker buses, 7.7, Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 4460. 781-259

**GARDNER, A.E.C., Leyland, Daimler, Perkins and Meadows** Diesel engines, large quantities cheap for quick sale. Box CM8119, care of "The Commercial Motor." 782-6718

**5LW** Gardner, Leyland P51, A.E.C. 7.7-litre.

**CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire.** Phone, Sale 5633. 781-417

**LEYLAND** engine complete, £70. T. and F. Motors, Ltd., 2a Pooles Park, London, N.4. Phone, Archway 4582. 781-416

**BOX NUMBER  
ADVERTISEMENTS**

Are available to advertisers for an extra charge of 3/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. despatched the same day.

**URGENT REPLIES** may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

**BOX NUMBERS** should be copied accurately, printed clearly, and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS**

**BEDFORD ENGINES, 28 H.P. PETROL.**

Completely reconditioned, including starter, dynamo, water pump, fuel pump, distributor, pressure plate and clutch disc.

AS NEW, IN CASES.

**PRICE £37 10.**

EX WORKS.

TRADE PRICES ON APPLICATION.

**BEDFORD 28 H.P. PETROL ENGINES.**

with components. Used, EX M.O.S.

PACKED IN CASES.

**£12 10.**

EX WORKS.

TRADE PRICES ON APPLICATION.

**MORRIS 28.8 H.P. PETROL ENGINES.**

Type SEA1 6-cylinder, overhead valve. Completely reconditioned, with all components, including clutch assembly.

AS NEW, IN CASES.

**£47 10.**

EX WORKS.

CONSIGNED BY RAIL, CARRIAGE FORWARD.

**LANCASHIRE MOTOR TRADERS, LTD.**

OLYMPIA GARAGE,

LIVERPOOL STREET,

SALFORD, LANCs.

Phone, Penlidon 5201. 782-06683

**A.E.C.** 7.7, Gardner 5 and 6LW, Leyland 7.4 and 8.6 for sale.

**H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19.** Phone, Liberty 3476. 781-462

**Spare Parts and Supplies (contd.)**

**LARGE STOCKS**

**BEDFORD**

**28 H.P.**

**ENGINES.**

USED, COMPLETE WITH DYNAMO, STARTER, FUEL PUMP, OIL FILTER AND CARBURETTOR, £20 EACH.

OR RECONDITIONED WITH THE ABOVE LISTED UNITS £50 EACH.

SPECIAL PRICE FOR QUANTITIES.

**JEFFREYS COMMERCIAL MOTORS.**

NEATH ROAD, SWANSEA.

Phone 7238, 71859.

AND AT FORT TALBOT. Phone 2892. 781-470

**A.E.C.** 7.7 engines from £85.

**LEYLAND** 8.6 engines from £60.

**GARDNER** 5LW from £100.

**GARDNER** 6LW from £165.

**DENNIS** O6 (1948) with 5-speed box, £125.

**ALBION** E.N. 242, £85.

**LEYLAND** P.F.1 7.4, £125.

**LEYLAND** Cub, oiler, £30.

**COLBRO, LTD., Wood Lane, Rothwell, Leeds.** Phone, Rothwell 3258. 781-464

**Engines Wanted**

**WANTED.** Good selection new surplus parts for Gardner 6LW engines. Offers to Box CM687, care of "The Commercial Motor." 222-717

**6LW** Gardner required, state number and price required.

**HEYS (BRITANNIA), LTD., Whitworth, Rochdale.** Phone, Whitworth 3295. 781-6633

**WANTED** Perkins R6 taken from Bedford; also 6LW Gardner engine complete; state engine number. Church Road Motors, Ltd., Hadleigh, Essex. 222-786

**WANTED.** Gardner 4LW engines, in any condition. H. Potter Denbigh, North Bersted, Bognor Regis. 781-x2047

**ENGINE RECONDITIONING**

**HAZLEMERE MOTOR CO. (WALTHAM ABBEY), Ltd.** Diesel and petrol-engine reconditioning service, conversions from petrol to Diesel for all types of heavy vehicles, fuel injector pumps reconditioned or recalibrated, exchange injector service. Collection and delivery London, Herts and Essex. Phone, Waltham Cross 2275-6-7. 222-904

**BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3.** Diesel and petrol-engine reconditioning service. Largest-size engines handled. Complete maines or sub-assemblies. B.H.P. testing, fuel pumps and injectors serviced on premises. Crankshaft grinding, line boring, metal spraying, etc. Collection and delivery large area West Country. Phone, Bristol 64013. 222-0598

**JOHNSON-ROBERTS, LTD.** Specialists in crankshaft regrounding, cylinder boring, sleeveing and valve-seat inserting, connecting-rod remetalized and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. Short Motors a specialty; also complete engines of some popular types. Stockists of Heliolite pistons, liners, Cord and Duaflex rings, Glacier bearing and Vandervort bearings, valve guides, small-end bushes, etc.; rebore and trade discounts allowed; exchange service of ground crankshafts with bearings. Write or phone London's oldest-established concern, Johnson-Roberts Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 011-4. 222-798

**GARAGE EQUIPMENT**

**6-VOLT** 75-amp. Heavy Duty batteries by Lucas and Oldham, new, sealed in crates, empty and uncharged, £2 19s. 11d. each plus 5s. carriage. Limited quantity, 4-in. square drive, Britool Ratchet, brand new, centre piece change, 27s. each, plus 3s. p. and p. Money refund guarantee. S. and G. Stores, 40 High St., Scunthorpe. 781-6661

**ONE** portable charging unit, 24-hour capacity, up to 10 amp., very good condition, £30. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 781-261

**Garage Equipment Wanted**

**WANTED.** Weaver steam cleaner. Rentons Coaches, 322 Manchester Rd., Hollinwood, Oldham, Lancs. Phone, Failsworth 1438. 781-203

**GEARBOXES**

**USED UNITS.** Whitefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. 222-975

**CROSSROADS COMMERCIALS, LTD.** Exchange service for David Brown 4- and 5-speed Vulkan, A.E.C., Leyland, Dennis, Gildersome, near Leeds. Phone, Morley 444, 602, 1204. 781-49

**LORRY ROPES**

**EX-GOVERNMENT** unused 90-ft. coils, 1½-in. circumference, 15s. 6d., post paid, 150s. dozen; 2-in., 25s. Ruralcraft, Woodley, Reading. 222-637

**MACHINERY, TOOLS AND PLANT**

**MOBILE** work benches as supplied Air Ministry. J. Campbell Park, Childwell Valley Rd., Liverpool. 222-876



## MUDGUARDS

USED UNITS. Whitefield, Burnley (phone 2262). Steel and glass-fibre mudguards. 32 by 6, 34 by 7, 36 by 8 singles and twins, also tandem mudguards. zzz-976

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8 singles or twin, latest pattern; immediate delivery. Woodfield and Turner, Ltd., Nairne St., Burnley. Phone 3065 zzz-722

## PETROL DYE

APEX dyes eliminate pilfering, safe, certain and inexpensive. Write with confidence to Apex Chemicals, 36-38 New Broad St., London E.C.2. zzz-646

## PETROL AND OIL PUMPS

RECOMMENDED hand-operated and electric petrol pumps, complete installations, including tanks and fittings. Limiting device for electric pumps. Midlands Oil and Equipment Co., Preced St., Leicester. Phone 59520 zzz-746

HAND-OPERATED petrol pump required. A. J. Perry, Holly Farm, Otham, Maidstone, Kent. 781-213

## PLATING

HEADLAMP reflectors replated in pure silver, amazing brilliance, one-day service, 6s. each, p. and p. 1s. 6d. each. Cork seals, 6d. each. Bulbs, 3s. each; spare tyres. Send P.O. R. Facker, 169 Hotwell Rd., Bristol 8. zzz-831

## RADIATORS

USED UNITS. Whitefield, Burnley (phone 2262). Serviceable used radiators, suitable most makes of commercial vehicles. zzz-977

NELSON RADIATORS, LTD. Repairs or exchanges all types. The following radiators are in stock for immediate exchange: A.E.C., Austin, Bedford, Bradford, Commer, Denon, Daimler, Ford, Humber, Leyland, Morris, Seddon, Standard, Talbot, Vauxhall, 411-413 The Arches, Lilford Rd., Camberwell, S.E.5. Brixton 5211, 9537. zzz-817

THORNYCROFT Amazon, new, cased, £30 each, 50 available. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943, after 6 p.m., Harborne 3935. 781-139

## REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4 zzz-730

## ROAD AND STORAGE TANKS

800-GALLON road or storage tanks, arm, plastic fabric, 9 ft. x 6 ft. x 3 ft. folding to 6 ft. x 3 ft. 1 ft. unused. Delivered. Castle Oil Co., 17 Grosvenor Rd., Newcastle-on-Tyne, 2. 782-42037

## ROAD SPRINGS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 6902-3. Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 784-6322 zzz-904

USED UNITS. Whitefield, Burnley (phone 2262). Springs suitable for all makes and types of commercial vehicles. zzz-978

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2412. zzz-859

NEW rear springs for A.E.C. Matador at £6 each. zzz-979

NEW rear springs for A.E.C. 6 x 6 at £6 each. zzz-980

NEW rear springs for Dennis Max at £6 each. zzz-981

NEW front springs for Dennis Max at £4 each. zzz-982

LARGE stocks of new and second-hand springs available. zzz-983

MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-751

WEST LONDON REPAIR CO., LTD. Phone, Wim 6316-7. Repaired or manufactured, all springs tested for static load and rate of def. 56a High St., Wimbledon. zzz-986

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. zzz-610

BEDFORD 7-ton rear springs, new £7 per pair plus carriage. Wardell, High Legh, Knutsford. Phone, Lynton 505. Trade inquiries welcomed. 783-6080

LARGE quantity of road springs for sale. T. and F. Motors, Ltd., 2a Poola Park, London, N.4. Phone, Archway 4582. 781-415

## ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-694

## SAFETY GLASS

TRIPLEX supplied and fitted while you wait. 490 Neaden Lane, N.W.10. Dollis Hill 7811. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2591. D. W. Price and Sons, Ltd. zzz-967

TRIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. See Windcreens. zzz-618

## SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied. 16a Oaten Mews S.W.7. Frenamite 9123 zzz-518

## SILENCERS

SERVAIS straight-through silencers to fit all petrol and diesel commercial vehicles; increase power and save fuel. Servais Silencers (Ltd.), Ashford Rd., London, N.W.3. Gladstone 0023 (three lines). 781-1111

## SPEEDOMETERS AND MILEAGE RECORDERS

REPAIRS and rebuilt exchange speedometers. All types or flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4 zzz-661

SPEEDOMETER SUPPLY CO., LTD. Repairs by return, 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-764

## TARPAULINS

"STORMTITE" lorry covers. "The Tilt for the Job" For details please write or phone the manufacturers, Firmin and Co., Ltd., Handford Works, Ipswich. Phone 2194. (Representative will call if desired.) zzz-793

SATISITE-PROOFED tarpaulins give absolute protection, green cotton, robed or eyeletted; price on application; no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancet's Hey, Liverpool. zzz-636

## TIME RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show savings in fuel, tyre, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. zzz-856

SERVIS recorders register automatically the exact running and standing times of vehicles. zzz-857

REDUCTION of running costs follows inevitably when you know the journey facts. zzz-858

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency. zzz-859

It is a good idea to write for descriptive literature to:— zzz-860

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24123. zzz-797

## TIPPING GEARS

EDBRO B AND E TIPPERS, LTD. zzz-861

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 5210. London Depot: 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7833. zzz-0867

ANTHONY agents for East Anglia. Pilot official stockists, fully equipped workshops to carry out all types of tipping-gear conversions, bodies built and calibrated to customers' specifications. W. Farlow and Co., Ltd., Sudbury, Suffolk. Phone 2806. 785-6526

SPENBOROUGH tippers, power, hydraulic, hand-screw, and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-858

## PILOT WORKS, LTD.

HYDRAULIC TIPPING GEARS, 3-18 TONS. SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES. zzz-978

## PILOT WORKS, LTD.

MANCHESTER ROAD, BOLTON. Phone 5545-6-7. LONDON OFFICE: 3 Southampton Place, W.C.1. Phone, Chancery 5130. zzz-0681

PILOT tipping-gear spares. Full range of parts always in stock. zzz-979

D.B.S. COACHWORKS, LTD., 24a St. Marks Rd. N.10. Phone, Ladbroke 0493, 1768. zzz-691

ONE second-hand U-shaped 6-yd. steel-body and twin underfloor gear with pump taken off Fodes, £60, in good condition. zzz-740

MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-750

## WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD, TIVIDALE, TIPTON. zzz-672

THE LARGEST STOCKISTS OF NEW GEARS AND SPARE PARTS REPLACEMENTS IN THE MIDLANDS. DISPATCHES TO ALL DISTRICTS. PHONE, TIPTON 2721-2. FOR SERVICE. zzz-672

## WESTON tipping gear.

MAJN agents, London, Home and Southern Counties. Full service facilities and large stock of replacement units and spares. zzz-673

QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd. zzz-674

CONSULT us on all tipping-gear problems. zzz-675

SOUTHERN ENGINEERING CO. (WIMBLEDON), 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-8. 781-641

## Spare Parts and Supplies (contd.)

MILLSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units, all models. Birch Lane, Bradford. Phone 32771-2. zzz-688

MILLSHAW tipping gears. Inquiries to Birch Lane, Bradford. zzz-689

## TYRES AND TUBES

## TYRES, CASH OR TERMS.

We stock every size and make in new and remoulds (Ordinary or Town and Country). Large stocks of part-worn and obsolete tyres. Buckland batteries from 77s. 6d. zzz-687

## TOOTING TYRE SERVICE, LTD.

Dept. C, 648-660 Garratt Lane, S.W.17. Wim 8711-2. Also at 27 Greenwich South Street, S.E.10. Gre 5198. Open 8.30-6. Sunday (Tooting only) 10-1. zzz-687

TYREPRIM rim and anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. zzz-951

CLAPTON TYRE SERVICE for sound, part-used tyres. 32 x 6 T.T. 65s.; 32 x 6 H.D. 80s.; 34 x 7, 8.25 x 20, 100s.; 36 x 900 x 20, 115s.; 90 x 16, 15.50 x 16, 100s.; 10.50 x 20, 135s.; 900 x 13, 60s. Money refunded if tyre not approved. Send cash with order. 16a Crickfield Rd., Clapton, London, E.5. Phone, Amb 7073. zzz-834

11.00 X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3253. zzz-764

HP. Or cash terms. zzz-765

LL makes supplied, low deposit. Free fitting or delivery. Write or phone. zzz-766

J.C.B. TYRE DISTRIBUTORS, LTD., 18 Cullford Gardens, London, S.W.3. Kni 4587-8. zzz-723

TYRES. Genuine bargains at prices less than half origin's cost! E.C. Government surplus tyres, slightly used or remoulded, in motorcycle, car and commercial sizes. Every tyre tested and sold under money-back guarantee policy. Write, phone or call for quotations. G.I.X. Tyre Services, Wakefield Rd., Netherthorn, Liverpool, 10. zzz-814

11.00 X 20, 10.50 x 16 as new, with mouldings line standard or track grip tread, also part-used tyre and wheel assemblies. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leathrook 477. zzz-644

TYRES: Remoulds (without casing exchange). 1,000 used tyres, tubes and wheels all types, modern and obsolete. Cook, 589 Stapleton Rd., Eastville, Bristol. Phone 5812. zzz-741

20-750 x 15 heavy-duty Dunlop tyres for sale. Lipton Products, Ltd., Woburn Green, Bucks. Phone, Bourne End 680. 781-6679

## Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. S.W.9. Brixton 2026. zzz-910

TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

## WELDING

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankshafts, blocks, heads, gearboxes, axles, etc. zzz-938

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-938

## WHEELS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. (phone, Chesham 69023), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 784-6323

USED UNITS. Whitefield, Burnley (phone 2262). All makes and types in stock. zzz-979

## 14.00 X 20 WHEEL ASSEMBLIES

(WHEEL, TYRE AND TUBE)  
TRACK GRIP OR STANDARD TREAD,  
ONLY £35 EACH.

## J. T. LEAVESLEY, LTD.

ALREWS, STAFFORDSHIRE. Phone 354. 781-133

BEDFORD, Commer, A.E.C., Ford and most others. B.A. wide base conversion sets, 28,000 in stock. TURNER and KNIGHT, Southfield Paddocks, Pope's Lane, Ealing W.5. Ealing 4298. zzz-841

## WHEELBASE EXTENSIONS

BAICO wheelbase extensions for new, used, including Bex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-888

## WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and replacing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. zzz-619



## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

**GODDARD, DAVISON AND SMITH, L. TD.,**  
THE AUCTION HALLS,  
PUTNEY BRIDGE APPROACH, S.W.6.  
Renown 6101-3.

**SALES EVERY MONDAY**  
OF  
**COMMERCIAL VEHICLES**  
OF ALL DESCRIPTIONS.  
ENTRIES ACCEPTED EVERY WEDNESDAY.

**BRITISH ROAD SERVICES, L. TD.,**  
(WESTERN DIVISION).  
IMPORTANT SALE  
**AT THE BARRY DEPOT,**  
CARDIFF ROAD, CADOXTON, BARRY, GLAM.  
**NEWPORT MOTOR SALES, L. TD.,**

AUCTIONEER,  
LLEWELLYN B. TAMPLIN.  
On the instructions of the BRITISH ROAD SERVICES,  
LTD., will conduct a SALE BY PUBLIC AUCTION  
(Without Reserve)

APPROXIMATELY  
**100 COMMERCIAL VEHICLES**

AND  
**6 MOTORCARS,**  
LORRIES AND LONG-WHEELBASE TIPPERS, VANS  
ETC.

Also approximately 150 lots miscellaneous Plant and  
Vehicle spares.

FRIDAY, OCTOBER 31, at 10.30 A.M. PROMPT.  
Viewing, WEDNESDAY, OCTOBER 29, THURSDAY,  
OCTOBER 30.

By Catalogue only, 10 a.m. to 6 p.m.  
Catalogues, 1s each, post free, from—  
AUCTIONEERS, "MOTOR AUCTION SALEROOM,"  
EAST CANAL WHARF, CARDIFF.  
Phone 21958. 782-6719

### BUSINESSES, PREMISES, OFFICES, ETC.

**RURAL** transport service comprising 30 omnibuses and  
trucks, profitable business, owner retiring. Glx. 26  
Bosston St., Kingston, Jamaica, West Indies. 781-237  
FOR sale, Coach business, one Vega, two Vitas, all  
five-year certificates; two contracts with two years  
to run; excellent connections; 25 miles London. Box  
CM8121, care of "The Commercial Motor." 783-2051  
ESTABLISHED coach, car-hire business, two coaches,  
or one car; freshfold garage, flat over, no pumps; South  
London area. Box CM739, care of "The Commercial  
Motor." 781-339

### Businesses, Premises, Offices, etc., Wanted

WANTED, one or two ordinary A- or B-licensed tippers  
based in or near Bristol; no dealers; state full particu-  
lars in writing to Sidney Foster and Sons, Chartered  
Accountants, 24 Charlotte St., Bristol, 1. 781-103

WANTED, haulage businesses with special A licences,  
ordinary A licences and B licences in any part of  
the country.

**WILDE AND BENNETT, L. TD.,**

HADFIELD, MANCHESTER.  
Phone, Glossop 3902-3.  
AFTER HOURS 356. 781-232

GOOD coach business required urgently. Southern half  
of England preferred; strict confidence. Write, Box  
CM7521, care of "The Commercial Motor." 781-225

### CONTRACTS FOR HIRE AND WANTED

**OWNER-DRIVER** seeks to contact a reputable firm,  
with a view to hauling their goods on contract.  
Vehicle specifications as follows: 1956 Ford Thames, 4D  
Diesel, steel bodied, drop-side body, floor area approx.  
112 sq. ft., maximum payload 6 tons 10 cwt. The vehicle  
is based in Cirencester, haulage area preferred, Southern  
Counties and South Midlands and S. Wales, anything  
considered. All replies acknowledged. Apply to Rutta  
Roadways, 83 Victoria Rd., Cirencester, Glos. 781-x1888

### CONVERSIONS

**HENDY FOR FORD,**  
BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END  
CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

**PERCY HENDY, L. TD.**

SOUTHAMPTON 28331 (8 LINES). 782-756

### Miscellaneous Advertisements (contd.)

#### CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN  
NOW BE FITTED WITH THE COST-CUTTING FORD

4D AND 6D ENGINES, MEANING—  
LOWER INITIAL COST.  
MORE M.P.G.  
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.  
Let us quote you for your vehicles.

#### QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,  
221 DEANSGATE, MANCHESTER, 3.  
Phone, Blackfriars 2468. 782-664

FORD 4D conversions, fully machined bell housings to  
suit Bedford crash or synchromesh gearboxes.  
**EDWARDS AND CO.,** Nile St., Burslem, Stoke-on-  
Trent. Phone, S-on-T. 87906. 782-755

#### CHURCH ROAD MOTORS.

PERKINS SIGNHOLDERS.  
PIONEER CONVERSION SPECIALISTS  
USING  
PERKINS, FORD 4D AND 6D DIESEL UNITS,  
AND OTHER UNITS WHERE SPECIFIED.

THOROUGHLY experienced, offering a first-class  
engineering job, which is as important as price for  
long-term policy and satisfactory operation.  
**HIRE-PURCHASE** terms available on all transactions,  
subject to satisfactory proposal.  
**IMPERIAL GARAGE, Hadleigh, Essex.** Phone 57271.  
Night calls 57272. 782-696

#### PETROL ENGINES.

PETROL  
TO  
DIESEL

#### CONVERSION UNITS.

**PRALLS (HEREFORD), L. TD.,**  
HOLMER ROAD, HEREFORD.  
Phone 4221 (six lines). 781-815

#### HAULAGE AND BACK LOADS

ESTABLISHED London haulier wishes to contact  
Manchester area haulier with 1,250-cu.-ft. capacity  
5-ton vans with the view of reciprocated back loading  
once or twice a week. Box CM775, care of "The  
Commercial Motor." 781-163

THE Millon Hematite Ore and Iron Co., Ltd., invite  
haulers to quote for the conveyance of full loads of  
pig iron from Millon to: Sheffield area, South Wales,  
Glasgow area, Manchester area, Birmingham area, New-  
castle-on-Tyne area, Derby area. There are substantial  
tonnage weekly throughout the year to each destination.  
Only contractors of standing with 8-wheeled vehicles need  
quote. The method of loading is by magnet crane.  
Contracts considered. Quotations to the Ironworks,  
Millon, Cumberland. 782-6699

**CHARD TRANSPORT CO., LTD.,** for all types of  
traffic to and from the West Country, serving London,  
Bristol, Southampton, Midlands, Liverpool, Manchester,  
etc. Phone 3425-6; night, 3365. 15 High St., Chard,  
Somerset. 782-6715

#### HIRE-PURCHASE

**H.P.** Finance available, private deals, prompt settle-  
ment. Finextra, Ltd., 58 Jermyn St., S.W.1.  
Phone until 9 p.m., Hyde 1391. 782-980

#### INSURANCE

**PAUL CHILDS, L. TD.,**  
58 BIRCH GROVE,  
LONDON, W.3.  
Accorn 2398

BEST market rates—no-claim bonus to 40%. Monthly  
or quarterly payments accepted. 782-634

COMMERCIAL vehicle and car insurance, expert advice,  
competitive rates, no-claim bonus to 40%, cars to  
50%; deferred premiums. Obtain the best terms from  
specialists motor insurance brokers.

**INSURANCE ACCEPTANCES, LTD.,** 61-64 Broad St.  
Avenue, London, E.C.2. London Vial 7641-3. 782-630

#### MISCELLANEOUS—WANTED

**ALUMINIUM** scrap urgently required, Lowton Metals,  
Ltd., Lowton St. Mary, near Warrington. Leigh  
(Lancs) 1444-5. 781-345

#### NOTICES

#### FRENCH AND ITALIAN IMPORTS.

ADVICE, HELP AND FINANCE PROVIDED FOR  
MANUFACTURERS, MERCHANTS AND LARGE  
RETAILERS WISHING TO IMPORT.

#### BOX CM8115.

CARE OF "THE COMMERCIAL MOTOR." 781-125

### Miscellaneous Advertisements (contd.)

#### SITUATIONS VACANT

**A.M.I.M.I.,** City and Guilds, A.M.I.Mech.E., etc., on  
"No pass, no fee" terms. Over 95% successes.  
For details of exams, and courses in all branches of auto.,  
aero mechanical engineering, etc. write for 144-page  
handbook—free. B.I.E.T. (Dept. 725), 29 Wright's Lane,  
London, W.8. 782-908

**SENIOR** commercial vehicle draughtsman-estimator for  
outline and detail drawings of new composite and  
light alloy bodywork; applicants should have knowledge  
of estimating with ability to compile cutting lists, material  
schedules, etc. Write in confidence giving details of  
experience and salary required to: Branch Manager,  
Conard Commercial Body Building Co., Abbeydale Rd.,  
Wembley. 781-6690

**THE** Austin franchise holders of Stratford-on-Avon  
require an experienced commercial vehicle salesman.  
**BRUCE MOTORS, Stratford-on-Avon.** 781-110

**ROOTES, LTD.,** Maidstone, require an experienced  
retail commercial vehicles salesman; preferably resident  
in or near Maidstone. Attractive salary and commission,  
also pension scheme. Apply by letter only, giving full  
details to retail sales manager, Rootes, Ltd., Maidstone.  
782-6696

**COMMERCIAL** Vehicles sales manager to organize  
and develop Ford and Commer sales in S.W.  
London and Surrey. Essential qualifications are extensive  
sales experience in these makes; comprehensive know-  
ledge of body construction and design, and a capacity in  
this area; staff administration in caravansing. Candidates  
aged 35-45 seeking an opportunity to prove ability in this  
field are invited to apply at first in writing to Morden  
Station Garage, London Rd., Morden, Surrey. 782-6698  
stating past experience, age and salary required.

**STORES** Assistant, fully skilled and experienced required  
by Vauxhall and Bedford Main Dealers; excellent  
terms of employment including non-contributory pension  
scheme and bonus. Apply, Manager, Parts Department,  
Weich and Co., Ltd., Redcliffe St., Bristol, 1. 781-31

**COMMERCIAL** Vehicle Sales Manager required by  
important distributors in the north west; the success-  
ful applicant must have considerable selling experience in  
new and used vehicles, and the ability to organize and  
control a sales force; he must also have initiative, energy  
and drive; the appointment provides remuneration com-  
mensurate with responsibilities and life insurance and pen-  
sion benefits. Applications which will be treated in strict  
confidence should set out full details of qualifications and  
experience. Box No. N.433, Lee and Nightingale, Liver-  
pool. 781-28

**EXPERIENCED** garage engineer required, to supervise  
maintenance of all classes of motor vehicles and  
tractor machines. Successful applicant must be fully  
qualified and able to organize and supervise preventative  
maintenance complete overhauls, etc. and control garage  
staff. Apply Box CM816, care of "The Commercial  
Motor." 781-124

**SUPERVISOR** required with operating and office experi-  
ence by Coach Company in Southern England, accom-  
modation available. Box CM818, care of "The Commer-  
cial Motor." 781-121

**BOOKING-OFFICE** clerk required by coach company  
in Southern England, general book-keeping and office  
experience essential, accommodation. Box CM819, care  
of "The Commercial Motor." 781-122

**FIRST-CLASS** Diesel and engine vehicle fitters required,  
top rates of pay, canteen available, North Middlesex-  
Herts. border, applications in writing, stating previous  
experience to Box CM817, care of "The Commercial  
Motor." 781-117

**COACH** painters and bodybuilders wanted, North  
C. Middlesex-Herts border garage. Write stating previous  
experience to Box CM813, care of "The Commercial  
Motor." 781-118

**THREE** skilled motor mechanics and one experienced  
mechanic-tester urgently required. Ford and B.M.C.  
experience an advantage. Good conditions and pay.  
W. London area. Apply Box CM814, care of "The  
Commercial Motor." 781-116

**TRANSPORT** manager required near Sheffield for fleet  
maintenance. Applicants should have been in the  
trade since leaving school and have a natural can-  
didate for motor work and hard work. £16 per week. Box  
CM812, care of "The Commercial Motor." 781-113

**FLEET** maintenance manager required in Manchester, to  
be in charge of body and mechanical repair shop.  
Applicants should have served recognized automobile  
engineering apprenticeship and be well versed in up-to-date  
methods. This job involves hard work. Vacancy arises  
due to previous manager having left on promotion. Salary  
£1,200 p.a. for selected applicant with Higher National  
Certificate or equivalent, £1,100 p.a. without this  
qualification. Replies should be fairly brief with copy  
testimonials and experience detailed in chronological  
order. Box CM811, care of "The Commercial Motor." 781-112

**TRANSPORT** man, aged 35-45, required for small Fur-  
niture transport "A" licence business in North  
London. Prospects for capable man with experience of  
vehicle operation and driver control. Write full particu-  
lars to Box CM815, care of "The Commercial Motor." 781-114

**COMMERCIAL-VEHICLE** salesman required, experi-  
ence, commission basis. Apply in writing in first instance  
to W. Harold Perry, Ltd., Station Bridge, Wealdstone,  
Middlesex. 781-256

**COMMERCIAL** vehicles salesman required by large  
and expanding organization in North London. A  
well-paid permanent position for the right man. Write  
giving details of experience, etc., to Box CM816, care  
of "The Commercial Motor." 781-238

**HAULAGE** contractors have vacancy for traffic manager  
in their Liverpool depot. Wages are £14 per week,  
plus commission. Apply in writing to: James K. Allan  
(Haulage) Contractors, Ltd., 417 High St., Northall  
by Motherwell, Lanarkshire, Scotland. 781-430

**FIRST-CLASS** experienced representative required for  
a leading heavy vehicle manufacturer to operate in  
highly industrial area south of area Thames, experience  
with experience, etc., to Box CM820, care of "The Commer-  
cial Motor." 781-254

**EXPERIENCED** transport manager, around 40 years of  
E. age, required to operate fleet of 20 vehicles based in  
S.E. London, and handle sub-contracting; must have A  
licence, experience. Box CM818, care of "The Commer-  
cial Motor." 781-278



## Miscellaneous Advertisements (contd.)

**EXPERIENCED** Partman required by main dealer in Home Counties. Knowledge of Vauxhall-Bedford essential, generous remuneration and pension, excellent prospects for successful candidate. Write full details and experience to Box CM785 care of "The Commercial Motor." 781-357

**TRAFFIC** Manager required for London coach company. Applications considered preferably from persons who have held this position or who have been an assistant for period. Box CM8124, care of "The Commercial Motor." 781-451

**CHIEF** Engineer for fleet of 100 Diesel vehicles, London area, only those who have held a similar post need apply. Box CM8123, care of "The Commercial Motor." 781-450

## SITUATIONS WANTED

**WORKING** foreman mechanic, 37, expert petrol, Diesel, welding, machining, electrical, repair, recondition anything. Present charge vehicle fleet and dairy plant, Ayrshire, very keen, enthusiastic, likes perfection, seeks situation with housing, excellent refs. Anything progressive considered in any field. Life in trade. Box CM8017 care of "The Commercial Motor." 781-1741

## TENDERS

### COUNTY BOROUGH OF BOLTON TENDERS INVITED FOR SUPPLY OF A SITTING CASE AMBULANCE BODY

BUILT ON B.M.C. LD2 CHASSIS WITH OFF-SET REAR AXLE. SPECIFICATION OBTAINABLE FROM MEDICAL OFFICER OF HEALTH, CIVIC CENTRE

TENDERS in plain sealed envelopes endorsed "Tender for sitting case ambulance" but not bearing any name for mark indicating the sender to reach THE TOWN CLERK, TOWN HALL, BOLTON, by November 8, 1958. 781-8

## TYRES!!! TYRES!!! TYRES!!!

H. MATTHEWS LTD.

10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

Phone, write or call

89-97 Stockwell Road, London, S.W.9.

BRIXTON 2624 (8 lines)

Export Dept. 2027

## Miscellaneous Advertisements (contd.)

### MOUNTAIN ASH URBAN DISTRICT COUNCIL.

THE ABOVE COUNCIL INVITE TENDERS FOR THE SUPPLY AND DELIVERY TO MOUNTAIN ASH OF THE FOLLOWING VEHICLE:—

### A COMMERCIAL SUPERPOISE 3-4-TON OPEN MOTOR LORRY

EMBODIED A 6-CYLINDER O.H.V. PETROL ENGINE WITH PORUS CHROME BORES, 4-SPEED SYNCHROMESH GEARBOX, FULLY-FLOATING DEEP-SECTION FRAME WITH SHORT WHEELBASE, SERVO ASSISTED HYDRAULIC BRAKES, 7 BY 20 10-PLY TYRES (TWIN REAR), VERTICAL TYPE HYDRAULIC TIPPING MECHANISM AND STEEL-LINED TIMBER BODY WITH DROP SIDES AND TAIL BOARD.

The tender for the vehicle must include for painting and lettering to the Council's requirements and for number plates.

An alternative price must be given for supplying the vehicle fitted with standard Diesel engine appropriate for this type of vehicle.

Tenders must also include a part-exchange allowance for one Commer 3-ton open tipper lorry, registration No. KNY847, purchased new in November, 1951. This lorry may be inspected by arrangement with the Council's Engineer and Surveyor.

Tenders, stating delivery period, must be sent in plain sealed envelopes endorsed "Tenders for 3-4-ton Lorry," to the undersigned not later than noon on Tuesday, October 28, 1958.

The Council do not bind themselves to accept the lowest, or any tender.

Town Hall, Mountain Ash. B. GWYNNE RICHARDS,  
October 8, 1958. Clerk of the Council. 781-98

## BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 39). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.

**DIESEL** oil stocks books. Cost books, etc. Send for descriptive list.

CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-944

October 17, 1958—THE COMMERCIAL MOTOR 79  
(Supplement)

## MAYFAIR GARAGE

(TAMWORTH, LIMITED)

COLESHILL ROAD, FAZELEY,

TAMWORTH, Staffs.

Phone Tamworth 1396/7

"The Commercial Vehicle Specialists"

Offer the following carefully selected Used Vehicles

**AUSTIN** Long wheelbase 5 ton Twin Ram End Tipper, fitted Perkins P6 engine, good tyres and general condition, 14ft. Dropside Body.

**MAUDSLAY** Twin Steer, 1948, fitted A.E.C. 7.7 engine, 5 speed gearbox, 20ft. Platform body, in very good condition.

**DODGE** 1956 Metal bodied tipping truck 9ft. x 3ft. sides, Perkins P6 engine. Very good condition.

**BEDFORD** 5 ton L.W.B. Petrol Tipper, rebuilt 1955, 13ft. wooden body in sound condition.

**SENTINEL** 1954 Light 6 Wheeler with 21ft. Dropside body servo brakes 4 cylinder D.I. engine in excellent condition. Tyres very good.

Part Exchanges Insurance Hire Purchase

Boys

3RD AXLE  
SUSPENSION

HENRY BOYS & SON LTD.  
OXFORD STREET WALSALL 2181

AMAL

CALIBRATED JETS

Service to the Motor and other Industries

AMAL LTD., WITTON, BIRMINGHAM, 6

Amal Limited make jet-calibrating machines for checking carburettor petrol jets to conform to British Standard No. 720 of 1948. Amal Limited are equipped to manufacture and calibrate jets from .005" to .5" dia.—all of which discharge a specified flow to within close limits under specified conditions. 'Amal' calibrated jets find many applications for metering the flow of other non-viscous liquids, and also of gases such as town gas, butane, propane, methane, etc.



## United Kingdom and Continental Haulage

for:—

Bulk Transport

Low Loaders

Special Box Vans

Double Tier Insulated

Containers

Refrigerated Vehicles

Write or 'phone — Muxlow and Munton  
Ruskington, Lincolnshire. Ruskington 273/4

for safer night driving



MADE IN BIRMINGHAM BY CEAG LTD. 2200/9 London office 92 Victoria St., S.W.1 tel. V6000/1 2125/6

if it's **DODGE**

ENGLISH OR CANADIAN

SALES-SERVICE-SPARES

DODGE DISTRIBUTORS



**MITCHELL'S** your man!  
L. A. MITCHELL (MOTORS) LTD.  
1 Balham High Rd., London, S.W.12  
BALHAM 2234



**For Wheels that Brake as One**

**WESTINGHOUSE**

**ELECTRO-PNEUMATIC**

**Tractor Trailer Brakes**

**WESTINGHOUSE BRAKE AND SIGNAL CO. LTD.**  
Hanham Rd., Kingswood, Bristol. Tel.: Bristol 67-1781

*Sales Agents for Road Transport Undertakings:*  
Equipment & Engineering Co. Ltd., 2-3 Norfolk St., W.C.2

*Synchronised Braking*




**SEE THE  
NEW BEDFORDS AT  
OUR SHOWROOMS FOR  
IMMEDIATE DELIVERY**



COME TO THE OVAL FOR A SQUARE DEAL



*If it's a*  
**WINCH**  
*you want*  
*why not buy one*  
*of the well known*  
**THOMPSON**  
**LIGHTWEIGHT WINCHES**

... from our range of well proved lightweight winches, both power and hand operated from  $\frac{1}{2}$  ton to 10 ton capacity

**THOMPSON BROS (ENGINEERS) Ltd**  
Archery Works, Archery Road, London, S.E.9

Telephone: ELTham 5522/3



Complete Range of all  
**PERKINS CONVERSION PACKS**  
in Stock

## YOU CAN'T GO WRONG, SIR

Surely you are interested in a Cast-iron Proposition that will help you to **REDUCE** the Repair Times of your **PERKINS Diesel** Transport? Then you cannot afford to overlook

**THE ADVANTAGES OFFERED BY**

## OUR *Perkins* DIESEL REPLACEMENT SERVICE

Over-the-counter deliveries of Perkins Replacement Engines, Reconditioned Diesel Pumps, Fuel Lift Pumps and Injectors, Exchange Cylinder Heads, Crankshafts, Water Pumps and Oil Pumps.

All Phone and Mail Orders on the way to you the same day.

**SAVING YOU MONEY IS MY JOB, SIR**

**FERRARIS OF CRICKLEWOOD LTD.**

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

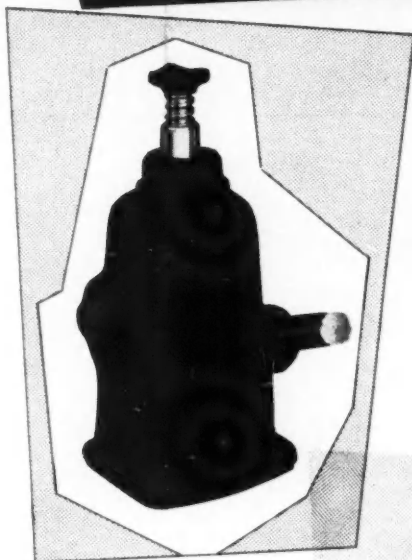
Hours of Business—Mon. to Fri. 8 a.m.—5.30; Sat. 8 a.m.—noon.

GLADstone 2234 (6 lines)

**THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 37**

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.  
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. Entered as second-class matter at the Post Office at New York, N.Y., under the Act of March 3, 1879 (Sec. 562 F. L. & E.). AGENTS ABROAD—EUROPE—Messageries Duvern (S.A.), Paris; Messageries Hachette et Cie, Paris; W. H. Smith & Son, Paris and Brussels. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd., Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 190 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch, (A'asia), Ltd.

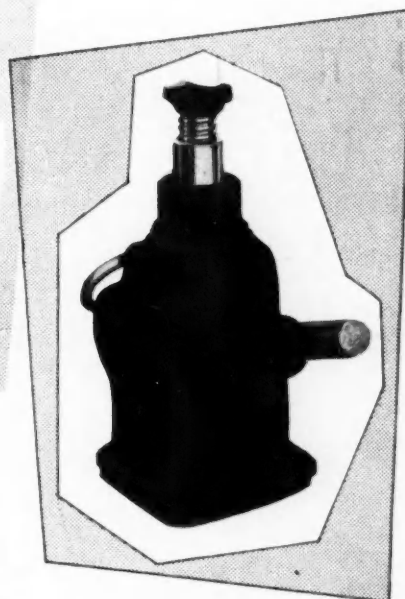




**TYPE S.980**  
To lift 3 tons

**TYPE S.979**  
To lift 5 tons

**TYPE S.952**  
To lift 8 tons



*the NEW*



**LIGHTWEIGHT RANGE**

This new range of Hydraulic Jacks was first introduced to the Export Market at the Geneva Motor Show in the Spring of this year.

'Millex' is a shortened form of "Millennium Export" and the Jacks are coral red in colour. The range is built to the same high standard as the famous Millennium Jacks but Millex Jacks are not designed to accommodate so great a degree of overload and, therefore, lighter and less expensive.

*The most modern and  
efficient Jacking Equipment !*

Manufactured by

**LAKE & ELLIOT, LTD**

**BRAINTREE · ESSEX · TELEPHONE : BRAINTREE 1491**



# PARSONS CHAINS

... overcome safely and  
surely the dangers of  
adverse road conditions



★ There's a size and type for every private and commercial wheel

PARSONS CHAIN CO. LTD., STOURPORT-ON-SEVERN, WORCS.